

LOK SABHA DEBATES

1614

Third Series

Volume VI, 1962/1884 (Saka)

[August 6 to 18, 1962/Sravana 15 to 27, 1884 (Saka)]



SECOND SESSION, 1962/1884 (Saka)

(Vol. VI contains Nos. 1 to 10)

**LOK SABHA SECRETARIAT
NEW DELHI**

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N.B.—The sign + marked above the name of a member on questions which were orally answered indicates that the question was actually asked on the floor of the House by that Member.

LOK SABHA

Thursday, August 16, 1962/Sravana 25,
1884 (Saka).

The Lok Sabha met at Eleven of the
Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Production of Cotton and Oilseeds

- +
- Shri Subodh Hansda:
 - Shri S. C. Samanta:
 - Shri B. K. Das:
 - Shri M. L. Dwivedi:
 - Shri D. C. Sharma:
 - Shri Raghunath Singh:
 - Shri Hem Barua:
- *314. {
- Shri Tridib Kumar Chaudhuri:
 - Dr. L. M. Singhvi:
 - Shri Yashpal Singh:
 - Shri Basumatari:
 - Shri Ram Ratan Gupta:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that Government propose to boost up the production of cotton by appointing a few experts;

(b) if so, whether the plan has been approved by Government; and

(c) whether experts have been appointed by Government?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) The State Governments have been advised to bring about increases in yield of cotton and improvements in quality by adopting

a series of measures, such as appointment of special staff for cotton extension work, arrangements for distribution of seed of improved varieties, better plant protection arrangements, and allotment of special quota of fertilisers. Two technical officers will be appointed by the Indian Central Cotton Committee to advise and assist States in increasing the production of cotton.

(b) Yes.

(c) One of the officers referred to in (a) has already been appointed by the Committee and the other one will join shortly.

Shri Subodh Hansda: When there are officers in the Agricultural Department who have got wide experience and when there are research wings for the development of cotton production in our country, what is the necessity for employing these experts?

Dr. Ram Subhag Singh: As I said in the original reply, this programme is going to be expanded, and so it is necessary that we should expand the number of the staff also.

Shri Subodh Hansda: What is the Government's estimate in regard to the boosting of production of cotton in our country with the help of such experts, and how long will it take to reach the estimated target?

Dr. Ram Subhag Singh: There are several schemes for increasing the production of cotton, because, as you know, the target for the Third Plan is 70 lakh bales. We are short of that target so far, and so it has been proposed to expand the production programme in various cotton growing States, and therefore some increase in

staff is inevitable, and therefore that has been done.

Shri S. C. Samanta: Is it not a fact that the Indian Central Cotton Committee and the Indian Central Oilseeds Committee have so many experts for research schemes taken up by them; if so, why are the new experts being appointed?

Dr. Ram Subhag Singh: So far, the main work that was done in regard to cotton production was to provide improved seeds etc., but now we want to concentrate on the supply of fertiliser, as also improved seeds, pesticides, plant protection etc., and therefore, in these fields it is necessary to strengthen the staff.

श्री म० सा० द्विवेदी : मैं यह जानना चाहता हूँ कि क्या कृषि मंत्रालय ने तिलहन और कपास के उत्पादन को बढ़ाने के लिये राष्ट्रीय उत्पादकता परिषद् अर्थात् नेशनल प्राडक्टिविटी काउंसिल से परामर्श लिया है और एक्सपर्ट्स के बारे में उस से पूछा है यदि हाँ, तो उस ने क्या राय दी है ?

डा० राम सुभग सिंह : राष्ट्रीय उत्पादकता परिषद् को और बातों की जानकारी होगी, लेकिन कृषि की बातों की जानकारी हमारे मंत्रालय में काफ़ी है और उस को हम लोग अपने ढंग से बढ़ायेंगे। इसलिये उस से इस बारे में कोई परामर्श नहीं लिया गया है। हाँ, सब की बैठक एक साथ होती है और उस में सब के एक्सपर्ट्स आते हैं, लेकिन इस सम्बन्ध में कृषि को दृष्टि से सारा कार्य बढ़ाया जायगा।

रघुनाथ सिंह : मैं यह जानना चाहता हूँ कि उत्तर प्रदेश, बिहार और उड़ीसा में, जहाँ रुई का उत्पादन बहुत कम होता है, उत्पादन बढ़ाने के लिये क्या एक्सपर्ट्स के द्वारा जांच-पड़ताल होगी।

ड० रामसुभग सिंह : एक योजना है—खासकर उत्तर प्रदेश के लिये—कि इलाहाबाद में एक पैकेज डिस्ट्रिक्ट खोला

जाये रुई के उत्पादन के लिये। इस बारे में और भी जगहों का अध्ययन किया जा रहा है।

Shri Basumatari: May I know whether Government have taken any measure which would induce or encourage the cultivators to grow cotton in non-cotton growing areas?

डा० राम सुभग सिंह : ग्रासाम में तो कोई खास ऐसी योजना नहीं है, लेकिन अब तक जिन स्थानों में कम रुई होती थी, वहाँ के लिये योजनायें बनाई गई हैं। उत्तर प्रदेश के बारे में मैं ने अभी बताया है। खास कर राजस्थान के ऐसे हल्कों में, जहाँ सिंचाई की व्यवस्था नहीं थी और अब हो गई रुई का उत्पादन बढ़ाने के लिये एक वृहद् योजना होगी। ग्रासाम में अभी नहीं है।

श्री यशपाल सिंह : क्या मैं जान सकता हूँ कि इस इन्क्रीज के लिये स्टेटवाइज कितना रुपया एलाट किया गया है ?

डा० राम सुभग सिंह : इस के लिये भ्रलग-भ्रलग रकमें हैं। फ़र्टिलाइजर १३,७५० टन केवल रुई के लिये महाराष्ट्र को, ८,२५० टन मद्रास को और ६०० टन ग्रांध को . .

अध्यक्ष महोदय : यह स्टेटमेंट टेबल पर रख दिया जाये।

Shri D. C. Sharma: What has been the value of the import of cotton into this country during 1961-62 and what phased programme Government have adopted to diminish progressively this import?

Dr. Ram Subhag Singh: I am having the exact figures of imports and exports of 1958. In 1958, we imported raw cotton and textile yarn thread to the tune of Rs. 44.57 crores and exported raw cotton and waste plus cotton fabrics to the tune of Rs. 66.66 crores.

Dr. L. M. Singhvi: May I know what steps are being taken to improve the quality and bring down the cost

in the process of boosting up the production of cotton?

Dr. Ram Subhag Singh: Government is going to concentrate on improving the quality and quantity, both. But, these intensive district programmes are intended to improve quality particularly.

Shri Hem Barua: May I know if it is a fact that Government propose to start a mechanised farm in the irrigated areas of Rajasthan? If so, may I have an idea of that plan? May I know also if Government propose to introduce package programmes there also?

Dr. Ram Subhag Singh: The mechanised farm is going to be opened just near the Suratgarh farm, Jetsar is the name of the place. But, in the entire Bikaner division, where water facilities are going to be provided by the Rajasthan canal, these intensive production programmes will be encouraged.

Transfer of D.V.C. Headquarters

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*315 { **Shri Subodh Hansda:**
Shri P. R. Chakraverti:
Shri Indrajit Gupta:
Shri S. C. Samanta:
Shri M. K. Kumaran:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether any final decision has been reached with regard to the proposed transfer of D.V.C. Headquarters from Calcutta to Maithon;

(b) whether it is a fact that the Chief Engineer and the operational staff are stationed at Maithon;

(c) whether Government have made any estimate of the economy and efficiency that are expected to be effected from the proposed transfer; and

(d) what arrangements have been made for accommodating the employees who will be transferred to Maithon?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) The matter is still under consideration.

(b) The Chief Engineer (Civil) and his staff are already stationed at Maithon. The Corporation propose to move the operation and Maintenance Wing of their Electricity Department also to Maithon shortly.

(c) Yes, Sir. An estimate has been made in this regard by the Corporation.

(d) Suitable arrangements will be made by the Corporation before the move is actually effected.

Shri Subodh Hansda: May I know whether it is a fact that the Government of West Bengal have not been consulted in regard to moving the headquarters from Calcutta to Maithon?

Shri Alagesan: For over a number of years this question was being discussed with both the Governments of Bihar and West Bengal. The West Bengal Government raised some objections initially that they could not provide the funds for the shifting of the headquarters and the creation of new headquarters. Lastly, they have asked for a postponement of three months. We have agreed to postpone the move for another 3 months after which the operation and maintenance staff of the electricity department will be shifted.

Shri S. C. Samanta: Is it not a fact that the hon. Minister of Irrigation and Power wanted to meet the Chief Minister of West Bengal at Calcutta and to settle the matter finally?

Shri Alagesan: In April 1961 there was a meeting between the Chief Minister of West Bengal and the Minister of Irrigation and Power at the Centre; there the Chief Minister of West Bengal agreed to the shifting of the operational staff. That was the outcome of the meeting.

Shri Bhagwat Jha Azad: Is it a fact that there is a great feeling not

only among the public but among the employees also due to the delay in the shifting of the staff to Maithon?

Shri Alagesan: The work of the Corporation will be facilitated very largely if the headquarters is shifted to Maithon and that is why we are trying to shift it. In the meanwhile the points of view raised by the West Bengal Government have also to be taken into consideration and therefore we have been proceeding in this matter rather cautiously.

Shri B. K. Das: What other places were considered for headquarters and if they have been given up—why?

Shri Alagesan: Originally, the Corporation thought of Ranchi as a possible headquarters but it was given up at an early stage. In addition to Maithon, Panchet also was thought of as a possible place for headquarters and in fact they wanted to have the headquarters in both the places. Panchet also has now been given up and Maithon, being a very central place served very well by communications, that has been selected.

Shri M. K. Kumaran: May I know whether there will be any gain in money apart from the increased facilities by this transfer?

Shri Alagesan: It is not a question of financial gain it is a question of facility of operation. Maithon being a central place it will be better for the DVC headquarters to be there. That is the more important thing.

Shri M. L. Dwivedi: Question No. 316.

Shri S. M. Banerjee: Question No. 345 may also be taken up.

Mr. Speaker: Question No. 345 may also be answered alongwith this.

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) There are about 19,000 unmanned level crossings . . .

Shri S. M. Banerjee: Which question is he answering?

Shri S. V. Ramaswamy: 316.

Shri S. M. Banerjee: Sir, he is reading out the statement in question 345.

Mr. Speaker: Then there may be the same answer for both of them.

Shri Hem Barua: Sir, usually we do not allow the Ministers to read out statements that are placed on the Table of the House because it will be wastage of time.

Shri S. V. Ramaswamy: I am not reading out that statement.

Mr. Speaker: The complaint is that in answer to question No. 316, the written statement put under question No. 345 is being read.

Shri S. V. Ramaswamy: That is different, Sir . . . (Interruptions.)

Mr. Speaker: Perhaps these words are also there . . . (Interruptions). Now, let us hear him. Unless the answer is complete, how can we judge things.

रेलवे क्रासिंग पर चौकीदारों की नियुक्ति

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*३१६. { श्री म० ला० द्विवेदी :
श्री स० चं० सामन्त :
श्री ब० कु० दास :
श्री सुबोध हंसदा :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) रेलवे पटरियों को समतल पर पार करने वाली सड़कों के फाटकों पर चौकीदारों की व्यवस्था में क्या प्रगति हुई है ताकि इन फाटकों के समीप रेल दुर्घटनायें न हो सकें ;

(ख) इन फाटकों की चौकसी पर व्यय की आधी रकम किन-किन राज्यों ने देने की स्वीकृति दी है और जिन राज्यों ने स्वीकृति नहीं दी है उन राज्यों की सीमा के भीतर के फाटकों को चौकसी का प्रबन्ध कैसे होगा; और

(ग) इस व्यय के पचास प्रतिशत का राज्यों पर भार डालने का क्या कारण है, जबकि रेलों की पूरी आय रेलवे मंत्रालय को मिलती है ?

रेलवे मंत्रालय में उप-मंत्री (श्री सै० वें० रामस्वामी) : (क) भारतीय रेलों में बिना चौकीदार के लगभग १६,००० समपार हैं। इन में मवेशियों के लिये बनाये गये समपार शामिल नहीं हैं। ऐसे सभी समपारों पर चौकीदार रखना न संभव है और न बाध्यकर जिन समपारों पर स्थानीय और विशेष कारणों से चौकीदार रखना जरूरी होता है, उन के बारे में सिविल अधिकारियों के परामर्श से रेल-प्रशासन हमेशा विचार करते हैं और हर मामले पर उस की स्थिति के अनुसार फैसला किया जाता है।

(ख) और (ग) इस सवाल पर विचार किया जा रहा है कि भीड़-भाड़ वाले क्षेत्रों में कुछ समपारों पर चौकीदार रखने के सिलसिले में जो प्रारंभिक और आवर्ती खर्च आये, उस का आधा हिस्सा राज्य सरकार दे। बिना चौकीदार वाले समपारों पर चौकीदार रखना खास तौर पर इसलिये आवश्यक हो गया है, क्योंकि बाद में चल कर उस क्षेत्र का विकास हुआ और सड़क-यातायात बढ़ गया, जिस का लाभ राज्य सरकार को मिलता है। इसलिये यह उचित समझा जाता है कि समपारों पर चौकीदार रखने की लागत का कुछ हिस्सा राज्य सरकारों से लिया जाय।

Unmanned Level Crossing

- *345. {
 { Shri S. M. Banerjee:
 { Shri P. C. Borooah:
 { Shri Hem Raj:
 { Shri Indrajit Gupta:
 { Shri Nambiar:
 { Maharajkumar Vijaya
 { Ananda:
 { Shri Ram Ratan Gupta:

Will the Minister of Railways be pleased to state:

(a) whether a decision has been taken to convert the unmanned gates into regular gates to avoid further accidents; and

(b) the total number of such gates in the country?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) and (b). There are about 19,000 unmanned level crossings (excluding cattle crossings) on Indian Railways. It is neither feasible, nor obligatory, to man all the unmanned level crossings. Individual cases of unmanned level crossings which require manning on local and special considerations and according to developments of road and/or rail traffic, are always reviewed by the Railways in consultation with the Civil Authorities and each case is decided on its own merit.

The Hon'ble Justice of the Madras High Court, in a recent case of an accident at an unmanned level crossing opined that it is impossible to expect the Railways to provide for gates and gatemen at every place where the railway line crosses a public highway and the road users should also exercise sufficient caution at such crossings to ensure safety.

Shri M. L. Dwivedi: The question definitely says what are the States which have not agreed to share the expenses. No reply has been given to that part of the question.

Shri S. V. Ramaswamy: The reply is awaited.

Shri M. L. Dwivedi: What are the names of those States which have not accepted it?

Mr. Speaker: He wants to know the names of the States from whom this reply is awaited.

Shri S. V. Ramaswamy: We have addressed them. We have not received any reply from any State.

श्री स० सा० द्विवेदी : क्या यह सच है कि जहां-जहां पर रेलवे क्रॉसिंग के ऊपर चौकीदार नहीं रहते वहां पर दुर्घटनाओं की

अधिक सम्भावना रहती है और अक्सर ऐसा हो जाता है कि मोटरें और ट्रकें वहां पर खड़ी हो जाती है और रेल से उन की टक्कर हो जाने के फलस्वरूप जान और माल का नुकसान होता है ? यदि हां, तो क्या सरकार के पास पंचवर्षीय योजना में या आगामी समय में ऐसा कोई कार्यक्रम है कि वहां पर चौकीदार मुकरंर किये जायें ?

अध्यक्ष महोदय : यह तो उन्होंने ने कल कह दिया है कि सब जगह वह नहीं रख सकते हैं.

श्री म० सा० द्विवेदी : अग के प्लान के बारे में मैं ने पूछा है ।

अध्यक्ष महोदय : आगे के लिये ही उन्होंने ने कहा है कि यह फ्रीजिबल भी नहीं है ।

श्री म० सा० द्विवेदी : क्या माननीय उपमंत्री जी को मालूम है कि अभी कल का ही जिक्र है कि एक लारी और एक ट्रक एक रलवे क्रासिंग पर जिस पर चौकीदार नहीं था खड़ी थीं और उसी समय वहां रेल आ रही थी । जिस पर माननीय उपमंत्री जी बैठे थे और टक्कर होते-होते बच गई, यदि माननीय उपमंत्री जी गाड़ी में न होते ?

अध्यक्ष महोदय : मिनिस्टर साहब ने उस को ब्रक लगा दी या क्या किया ? अगर मिनिस्टर साहब न होते तो टक्कर हो जाती, यह आप ने कहा है । लेकिन क्या मिनिस्टर साहब ने ब्रक लगा दी ?

श्री म० सा० द्विवेदी : मैं पूछना चाहता हूँ कि क्या यह वाका सही है ? यह मैं उन माननीय उपमंत्री जी से जानना चाहता हूँ जो उस ट्रेन में थे ।

अध्यक्ष महोदय : आप इस का जिक्र करते अगर बदकिस्मती से टक्कर हो गई होती । चूँकि होते-होते वह बच गई, इसलिये आप शुक्रिया अदा करें ।

श्री म० सा० द्विवेदी : इस किस्म के मैन गेट्स न होने से जान और माल का खतरा

हो रहा है और यह एक बड़ा संकट उपस्थित करते हैं । इसी चीज को ले कर मैं ने सवाल किया है जिस का अभी कोई उत्तर नहीं मिला है ।

Shri S. V. Ramaswamy: The hon. Member cannot ask a particular Minister to reply. English is an associate language.

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): That level crossing was manned. It was a manned level crossing. But at that moment it was open. From Delhi side one bus came and from Meerut side another truck came and on that track both of them stopped and none of them could move back or forward.

श्री रामेश्वरानन्द : अध्यक्ष महोदय, इन माननीय उपमंत्री जी को तो अच्छी हिन्दी आती है और इन को तो हिन्दी में ही उत्तर देना चाहिये ।

अध्यक्ष महोदय : उन्होंने ने कहा है कि एक तरफ से बस आई और दूसरी तरफ से ट्रक आई और दोनों आ कर वहां रुक गईं और फिर दोनों ने ही वहां से हिलने से इन्कार कर दिया और वहां खड़ी रहीं ।

श्री रामेश्वरानन्द : मेरी प्रार्थना थी कि वह हिन्दी में ही उत्तर देते ।

अध्यक्ष महोदय : मैं ने बता दिया है जो उन्होंने ने कहा है । उन के ही मुंह से सुनना चाहते हैं क्या आप ?

श्री रामेश्वरानन्द : मेरी इच्छा तो यही है कि उन के ही मुंह से सुनू ।

Shri S. C. Samanta: Is it not a fact that some State Governments have agreed to bear the initial expenditure and not the recurring expenditure?

Shri S. V. Ramaswamy: We have no such information. We shall welcome even that suggestion.

Shri S. M. Banerjee: I am putting a question arising from the answer to Question No. 345. In the statement, it is said that the Madras High Court,

in a recent case of an accident at an unmanned level crossing, opined that it is impossible to expect the railways to provide for gate and gatemen . .

Mr. Speaker: When the facts are stated in a written statement extracts out of it need not be read, because the Minister has filed that statement and he knows what the position is. So, the hon. Member may put the question straight.

Shri S. M. Banerjee: Yes, Sir. I can save my time also. I want to know whether this judgment of the Madras High Court will be contested by the Government in the larger interests of saving human lives from accidents arising out of unmanned level crossings.

Shri S. V. Ramaswamy: As a matter of fact, we carried out a survey of all the important unmanned level crossings which should be manned. We found about 1,100 of them necessary to be manned. We have asked in some cases the State Governments to participate in the cost, both initial and recurring. They have not co-operated with us.

Mr. Speaker: The question was that the Madras High Court has given an opinion in a recent enquiry and therefore whether that is also the opinion of the Government, or, whether the Government is going to contest it.

Shri S. V. Ramaswamy: It is a judicial pronouncement. It says that it is obligatory on the road users also to exercise sufficient caution.

Mr. Speaker: The question is whether the Government has also the same view and whether it is satisfied with it or whether it wants to contest that.

Shri S. V. Ramaswamy: We are perfectly satisfied with it. We do not want to contest.

Shri S. M. Banerjee: May I know whether it is a fact that the hon. Railway Minister or the Railway Ministry has taken up this matter with the State Governments and whether they have been requested to post at least

one police constable at every level crossing; and, if so, how far the State Governments have agreed to it?

Shri S. V. Ramaswamy: Some States have been addressed by the Railways in this matter, but we have not received any reply yet.

Mr. Speaker: Though it is none of my business, I would like to point out one thing here. In America, I have found, a notice board is put up saying that if any vehicle has to cross an unmanned railway level crossing, whether there is any train coming or not, it must come to a dead stop there and then proceed. That is the rule in every advanced country. That is the rule in West Europe, in America and other countries. Can't we adopt it here?

Shri S. V. Ramaswamy: As a matter of fact, we are proposing to the State Governments to put up "Stop" sign boards. Wherever there are "caution" boards, we are requesting the State Governments to put up "Stop" boards.

Shri Hem Barua: Sir, I have not been able to understand certain things apart from the supplementary that I want to put. The Deputy Minister said that English is an associate language. The Bill has not yet been introduced and English has never been declared as an associate language by the Parliament. I do not know how he can state like this. Over and above this, Sir, he took shelter under one plea that the State Governments are not co-operating. May I know from him whether the State Governments have started non-co-operation with the Union Government so far as the Railways are concerned or in every sphere?

Shri Jashvant Mehta: The hon. Deputy Minister stated that the State Governments are not co-operating. May I know what is the policy of the Railway Ministry in such cases where the State Governments are not co-operating? What is the policy followed by the Railway Administration with regard to protection at level crossings etc?

Shri S. V. Ramaswamy: Sir, I used the word 'co-operating' in the broad sense. It only means that we have made certain proposals and the response is not there.

Shri Hem Barua: Sir, I want your ruling about his statement that English is an associate language.

Mr. Speaker: I did not think any answer was necessary. The hon. Member already knows it.

Shri Sham Lal Saraf: In view of the fact that both railway traffic and the traffic on the road have immensely increased, may I know how long the Government will allow things to go on like this? Why should not the Railway Department themselves sponsor the necessary schemes or in collaboration with the Road Transport Authorities?

Shri S. V. Ramaswamy: As the hon. Member put it, the road traffic itself has increased. Therefore, partly it is the responsibility of the Road Transport Authorities also to participate in these things.

Shri A. P. Jain: Sir, the answer given by the Deputy Minister for Railways to one of the supplementaries is rather surprising. He said that one truck and one bus stopped on the track and did not move. Were they mad men or did they want to commit suicide? Has any enquiry been made about that? Has any action been taken against them?

Mr. Speaker: Is the reference to the Minister?

Shri A. P. Jain: Not to the Minister, but to the drivers of the truck and bus.

Some hon. Member rose—

Mr. Speaker: Next Question—Shri Samanta.

Shri Sonavane: Sir, I got up and sat down several times, and I could not get a chance to put a supplementary.

Mr. Speaker: He has not sponsored the question and he takes up another

question. I am not going to allow him.

Shri Sonavane: So many others who did not sponsor the question were given a chance to put supplementaries.

Mr. Speaker: That is not fair on his part. I have not been partial to anybody.

Shri Sonavane: I got up several times and still I could not catch your eye.

Mr. Speaker: Order, order. Let us go to the next question.

Encouragement to Sportsmen among Railway Employees

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*317. { Shri S. C. Samanta:
Shri Subodh Hansda:
Shri B. K. Das:
Shri M. L. Dwivedi:

Will the Minister of Railways be pleased to state:

(a) whether any encouragement is given to sportsmen among the Railway employees for further improvement in sports and games;

(b) if so, the nature of encouragements and facilities given; and

(c) how many persons have been given such facilities in the last of current year?

The Minister in the Ministry of Railways (Shri Shahnawaz Khan):

(a) Yes.

(b) The following facilities and encouragements are given to sportsmen:

(i) Grant of special casual leave to participate in recognised tournaments;

(ii) Supply of kit to participate in tournaments. In addition special kit allowance is given to those railwaymen who represent the country abroad;

(iii) Issue of free passes to participate in recognized tournaments;

(iv) Sportsmen of outstanding merit are considered each year along with other Railway staff for presentation of awards during the Railway Week;

(v) Training facilities are provided to railwaymen on a large scale. Sports clubs and institutes exist at most of the important stations. Special coaching is imparted in different games. Expert Coaches are engaged by the Railway Sports Control Board and coaching camps are conducted round the year. A number of railwaymen have qualified themselves from the National Institute of Sports as Coaches and are imparting training to railwaymen on different railways; and

(vi) Railway teams are entered in a number of tournaments including the Nationals to improve their standard.

(c) It is not possible to specify the number of sportsmen who have been given such facilities in the past. A large number of railwaymen avail of the facilities referred to above.

Shri S. C. Samanta: May I know how many teams were sent recently for the Olympic Games?

Shri Shahnawaz Khan: Railways did not send any teams as such but they formed part of the Indian contingent.

श्री म० ला० द्विवेदी : अभी मंत्री महोदय ने बतलाया कि इम्पारटेंट रेलवे स्टेशन्स पर खेल क्री सुविधायें दी जाती हैं। मैं जानना चाहता हूँ कि इम्पारटेंट की परिभाषा में किस श्रेणी तक के स्टेशन आते हैं, और स्पोर्ट्स के लिये इस वर्ष के लिये मंत्रालय ने कितनी धनराशि निर्धारित की है ?

श्री शाहनवाज खान : जहाँ ज्यादा आदमी होते हैं वहाँ ज्यादा सुविधायें दी जाती हैं, लेकिन इस का यह मतलब नहीं है कि जो छोटछोट स्टेशन हैं वहाँ कोई सुविधा नहीं है। वहाँ

वाली-बाल और इस तरह के खेलों का प्रबंध किया जाता है। एक स्टाफ वेलफेयर फंड है जिस में से रेलवेज इस के प्रखराजात बरदास्त करती है।

Shri B. K. Das: May I know whether each railway sets apart any specific amount for this purpose?

Shri Shahnawaz Khan: It is left to the different railways to decide the amount.

Shri K. C. Pant: Are sportsmen given any preference at the time of recruitment?

Shri Shahnawaz Khan: Sportsmen of outstanding merit are sometimes recruited directly in Class 3.

Shrimati Savitri Nigam: What amount has been set apart for sports this year?

Shri Shahnawaz Khan: As I submitted before, it is left to the different railways to decide that.

Shrimati Savitri Nigam: May I know the total amount set apart by all the railways?

Shri Shahnawaz Khan: No definite amount is earmarked as such. We leave it to the different railways to decide.

Mr. Speaker: Shri Basumatari.

Shri M. L. Dwivedi: This is the point on which I seek information.

Mr. Speaker: Even though I do not permit him?

Shri M. L. Dwivedi: Then I will resume my seat.

Shri Basumatari: In view of the fact that there is a similar scheme for the encouragement of sports under the Ministry of Education, may I know whether there is proper co-ordination between the railways and the Ministry of Education?

Shri Shahnawaz Khan: We look after our own sports by setting apart a certain amount of money. Whenever we need assistance from the Ministry

of Education, we avail ourselves of those facilities. We also send people to the National Institute of Sports at Patiala.

श्री म० ला० द्विवेदी : मैं यह जानना चाहता हूँ कि अगर रेलवे बोर्ड ने इस सम्बन्ध में कोई धनराशि निर्धारित नहीं की है तो जो साधारण कैप्टन आदि रूपया खर्च करते हैं वे कहां से करते हैं ? इसलिये प्राप कृपा कर के बतलायें कि रेलवे मंत्रालय ने या रेलवे बोर्ड ने इस सम्बन्ध में कितनी धनराशि निर्धारित की है एक साल के लिये ?

अध्यक्ष महोदय : उन्होंने ने तो कहा कि रेलवे बोर्ड नहीं करता अलग-अलग स्टेट्स करती हैं ।

श्री म० ला० द्विवेदी : रेलवे एम्पलाईज के लिये स्टेट्स नहीं करतीं ।

श्री शाहनवाज खां : मैंने यह अर्ज किया था कि हिन्दुस्तान में आठ रेलवे जोन्स हैं और हर एक रेलवे जोन खुद अपना-अपना फंसला करता है कि इसके लिये कितना रूपया निर्धारित किया जाय । स्टाफ वैलफेयर फंड से हम चार रूपया फी कस दिया करते थे अब हम ने साठे चार रूपया कर दिया है, और यह जो ५० नये पैसे अधिक हैं वह इस काम के लिये हैं ।

Shri A. P. Sharma: Has any specific quota or number been fixed for the recruitment of such staff per year?

Shri Shahnawaz Khan: About half a dozen.

Railway Accidents at Andal and Phulera.

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*318. { **Shri S. M. Banerjee:**
Shri Bhakt Darshan:
Shri Bhagwat Jha Azad:

Will the Minister of Railways be pleased to state:

(a) whether inquiries into the accidents at Andal and Jaipur (Phulera)

have been completed;

(b) if so, the findings thereof; and

(c) whether the reports of the inquiries will be laid on the Table?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) The Additional Commissioners of Railway Safety, Calcutta and Bombay, who held statutory enquiries into these accidents, have submitted their Preliminary Reports.

(b) According to the Provisional Findings of the Additional Commissioners of Railway Safety, the accident at Andal was caused by the driver of the motor truck who fouled the line after having crashed through the level crossing barrier gate while that at Sambhar Lake (Jodhpur-Phulera) was due to the driver of the bus having tried to cross the unmanned level crossing gate in the face of an approaching train.

(c) There is no such proposal.

Shri S. M. Banerjee: There was a demand in this House that both these cases should be referred to a judicial enquiry. I want to know whether after the finalisation of this Report Government find any justification to refer it to a judicial commission.

Shri S. V. Ramaswamy: There is no need to refer it to the judicial committee of enquiry when road users have crashed with the gate in one case and with the train in another case.

श्री भक्त दर्शन : श्रीमन्, जहां तक मुझे सूचना मिली है ११ जून को फुलेरा टेस्टेशन के पास जो दुर्घटना हुई थी उस के बारे में यह कहा जाता है कि इंजन जबकि मोटरगाड़ी से लड़ गया—टकरा गया—तब भी ड्राइवर ने उसे नहीं रोका और बहुत दूर तक उसे धक्का देता रहा, जिस से २६ क्वियत मारे गये और २३ घायल हुए, अतः मैं जानना चाहता हूँ कि उस ड्राइवर के खिलाफ कोई कार्यवाही की गई है अथवा उसे मुभ्तल आदि किया गया है ?

Shri S. V. Ramaswamy: The stoppage of a train is not such an easy thing. The visibility, according to the Report, was very clear for over a furlong. He could see and yet in the face of an approaching train this bus driver. . . .

Mr. Speaker: Even after he had collided with the train the driver did not apply the brakes and stop the train.

Shri S. V. Ramaswamy: Naturally there would be a drag before the train comes to a stop.

Shri Bhagwat Jha Azad: He has just now said that the Report has been submitted. Our information is that a large number of people have been killed and injured. So, I would like to know what the report of their officer says about the death and injuries caused in the Phulera accident.

Shri S. V. Ramaswamy: The total number of dead is 26.

Some Hon. Members rose—

Mr. Speaker: We are having a discussion on this and this could also be one of the points. Next question.

Delhi Milk Supply Scheme

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- *319 {
 Shri Surendra Pal Singh:
 Shri Rameshwar Tantia:
 Shri Warior:
 Shri Vasudevan Nair:
 Shri Bhagwat Jha Azad:
 Shri Bhakt Darshan:
 Shri Bishanchander Seth:
 Shri Bibhuti Misra:

Will the Minister of Food and Agriculture be pleased to state whether there is a proposal under the consideration of Government to extend the Delhi Milk Supply Scheme to other satellite towns outside Delhi municipal limits?

The Parliamentary Secretary to the Minister of Food and Agriculture (Shri Shinde): There is no proposal to extend the Delhi Milk Scheme to satellite towns outside the Delhi Municipal limits in the near future.

Shri Surendra Pal Singh: In view of the fact that a great scarcity of milk has arisen in and around Ghaziabad and other small towns of Meerut District because of the Delhi Milk Scheme purchasing milk in those areas, may I know, why are arrangements not being made by the authorities to start a big dairy farm of their own in Delhi so that the people living outside Delhi are not deprived of their supply of milk?

Shri Shinde: The hon. Member's contention that the surrounding areas are being drained of milk supplies because of the Delhi Milk Supply Scheme is, according to my humble submission, not correct. A survey was conducted in the year 1954 to find out how Delhi City was receiving its milk from the surrounding areas and it was found that milk supplies were being obtained from the surrounding areas in the same proportion as are being procured at present even though Delhi has developed a lot during the last six years.

Shri Bhagwat Jha Azad: May I know if it is a fact that the plant of the Delhi Milk Supply Scheme is not working to its full capacity at present and whether it is not a fact that it is, therefore, not economical to work the plant? In the light of these limitations do Government propose to extend this scheme?

Shri Shinde: The initial target of the Scheme was to achieve the capacity of daily supply of 7,000 maunds of milk. That target was to be achieved by the end of the Third Five Year Plan. So, it would not be correct to suggest that the target has not been fulfilled; but it would not be wise to extend this scheme to outside areas because at this stage it is difficult even to meet the full requirements of the city of Delhi.

श्री भक्त दर्शन : श्रीमन् क्या शासन के ध्यान में यह बात आई है कि कल स्वाधीनता दिवस और रक्षा बंधन के दो-दो त्यौहार एक साथ आय और कल प्रयत्न करने पर भी

बहुत से नागरिकों को मिर्क सप्लाई डिपो से दूध नहीं मिल पाया, तो क्या गवर्नमेंट इस बात का प्रयत्न कर रही है या कोई अंदाजा है कि कब तक दिल्ली के प्रत्येक नागरिक को पूरे परिमाण में दूध उपलब्धता संभव हो जायेगा ?

Shri Shinde: By the end of the Third Five Year Plan it is expected that 7,000 maunds of milk would be supplied to the city every day; but it is expected that even that supply would not be adequate to satisfy the needs of the city. The city is developing very fast and it has been found that the population of Delhi at present exceeds 2.4 million.

Shri Thirumala Rao: May I know whether it is a fact that the quality of the milk has deteriorated recently and it is emitting an unwholesome smell?

Shri Shinde: The hon. Member's suggestion is not correct. The quality of the milk supplied is as good as the milk supplied by any other milk scheme in India.

Shri Warrior: May I know whether the cost of the milk in surrounding townships has increased because milk is being brought from those places to Delhi?

Shri Shinde: No, Sir.

श्री प्रकाशबीर शास्त्री : दिल्ली मिल्क सप्लाई स्कीम के अन्तर्गत अब तक दिल्ली नगर का कितना भाग आ चुका है जिस में कि यह दूध की सप्लाई होती है और जो शेष रह जाता है उस में कब तक दूध वितरण की योजना अन्तिम रूप से कार्यान्वित की जा सकेगी ?

अध्यक्ष महोदय : दिल्ली की तेजी के साथ लगातार बढ़ती जाने वाली आबादी और उसी के साथ दूध की डिमांड में भी बढ़ोत्तरी होने के सबब से ऐसी आशा नहीं दिखाई देती कि सब को इस योजना द्वारा दूध सप्लाई किया जा सकेगा ।

डा० गोविन्द दास : क्या माननीय मंत्री को यह बात मालूम है कि दिल्ली में आजकल गाय के दूध की मांग बहुत बढ़ रही है और

क्या वे जानते हैं कि गाय का दूध पर्याप्त मात्रा में नहीं मिलता है तो क्या इस बात के लिये प्रयत्न किया जा रहा है कि गाय के दूध की सप्लाई की सुविधा यहां पर बढ़ाई जाये ?

अध्यक्ष महोदय : लोगों को यह शिकायत है कि कोई भी दूध मिले और आप कहते हैं कि गाय का दूध मिले ?

Shri Shinde: Attempts are being made to procure more supplies from Rajasthan, Bikaner, etc. We are getting at present 200 maunds per day of cow's milk.

Shri Surendra Pal Singh: May I know whether the existing arrangements for bringing cow's milk and buffalo's milk separately are adequate and foolproof and there is no mixing of the two kinds of milk in transit?

Shri Shinde: Yes, Sir; adequate measures are being taken to see that the two types of milk do not get mixed up with each other.

Marine Borers and Foulers in Hooghly

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*320. { **Shri Warrior:**
Shri Indrajit Gupta:
Shri Vasudevan Nair:
Shri M. K. Kumaran:
Shri P. K. Deo:
Shri Narendra Singh
Mahida:

Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that some new species of marine borers and foulers have been discovered in the Hooghly;

(b) whether any ships have suffered damage or loss by their action;

(c) reasons for the delay in their discovery; and

(d) measures being taken to remove this danger to shipping?

The Minister of Transport and Communications (Shri Jagjivan Ram):
 (a) The Zoological Survey of India have discovered a new species of

marine borers from the Sunderbans Area.

(b) The marine borers eat into the wood work of Piles, Jetties and Posts to which they are a menace. Foulers attach themselves to bottoms of ships. Information regarding the damages actually caused to ships by the marine borers or other fouling organisms or loss suffered in the river Hooghly on account of their action is not available.

(c) So far as the Zoological Survey of India is concerned there has been no delay in the discovery of the new species of marine borers and foulers. The material collected as a result of faunistic survey in the Sunderbans was subjected to study and research promptly and the new species discovered.

(d) The Zoological Survey of India have not taken up work on the applied aspect of the problem. Their Survey is primarily concerned with the taxonomy and biology of these organisms. These studies are, however, expected to help in evolving measures for the destruction of the marine borers and foulers.

Shri Warlor: Apart from the Hooghly river, may I know whether the Zoological Survey of India has undertaken the survey of any other parts and if so with what results?

Mr. Speaker: Why should he jump out of the Hooghly river and go to other places now? There are enough borers and foulers in Hooghly to deal with now.

Shri Warlor: In the statement, Government have given full information about this survey in the Hooghly river. I want to know whether that survey has been extended to other places where the same danger is present and if so, with what results?

Shri Jagjivan Ram: If any complaint is received about the presence of these organisms in other ports, a survey may be undertaken by the Zoological Survey of India.

Shri Narendra Singh Mahida: May I know how much time will be taken to remedy this trouble?

Shri Jagjivan Ram: It is very difficult to say, because so far as the borers are concerned, no remedy has been found up till now. Whether it will be found in the near future, it will be very difficult to say.

C.H.S. Dispensaries in Delhi

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*321. { **Shri Basumatari:**
Shri Rameshwar Tantia:
Shri S. M. Banerjee:

Will the Minister of Health be pleased to state:

(a) the measures that have been taken or are proposed to be taken for providing a convenient method of treatment of the patients at the C.H.S. Dispensaries, Delhi in view of the general complaint that the patients have to wait for long hours in queues etc. before consulting doctors;

(b) whether the attention of Government has been drawn to the fact that the doctors take more interest in the patients from the colonies occupied by high government officials and take little interest in the colonies inhabited by clerks; and

(c) if so, what steps have been taken or are being taken by Government to check such a tendency?

The Deputy Minister in the Ministry of Health (Dr. D. S. Raju): (a) The patients are not required to wait for long period in queues before consulting the doctors.

(b) No, Sir.

(c) Does not arise.

Shri S. M. Banerjee rose—

Mr. Speaker: Shri Banerjee.

Shri S. M. Banerjee: May I know

Shri Basumatari rose—

Mr. Speaker: As soon as the Deputy Minister sat down, I looked towards

him, but he did not rise. Now it is too late.

Shri Basumatari: But I am heading the question.

Shri S. M. Banerjee: May I know whether it is a fact that in certain colonies there are no specific arrangements and no specific time within which a patient is attended to. Suppose a man goes at 9 A.M., he has to wait till 12.

Mr. Speaker: The question can be understood quite all right; he need not give an illustration.

Dr. D. S. Raju: Actually a survey has been conducted in 1960 in two periods of the year—February and October. According to this survey, they visited about 12 dispensaries and they have gone into the whole question very thoroughly. They have found out that in the month of October, there is heavy attendance because of the seasonal variation. A number of patients came and the average period of stay or waiting was about 30 minutes. In the month of February, it was less than 26 minutes. That is the period which they had to wait before they could get their prescriptions answered. I do not think this is a long time considering the number of patients.

Shri Basumatari: I wanted to know whether such complaints were received by the Minister recently from the South Avenue side.

Dr. D. S. Raju: What sort of complaints?

Shri Basumatari: Non-attendance by doctors.

Dr. D. S. Raju: We have not received any complaint so far. If received, we will look into them.

Dr. Pundlik D. Gaitonde: May I know whether it is a fact that the population ratio in these dispensaries is very high, that is, one doctor has to look after about 7000 to 8000 of the population, and whether it is a fact that every day there are about 300

patients coming to the dispensaries on an average?

Dr. D. S. Raju: Each primary health centre is supposed to look after 10,000 of the population. It is true that the work load has increased. In the year in which the survey was conducted, the load was 140 for 1 doctor. Recently, the staff has been increased and the work load has been reduced to 100 patients per day.

Shri Ansar Harvani: Is it a fact that patients who come in cars are given preference in examination to patients who come on cycles?

Dr. D. S. Raju: No.

Dr. L. M. Singhvi: Has the Minister conducted any personal assessment or surprise check of the functioning of these dispensaries, and if not, does he propose to do so now?

Dr. D. S. Raju: Does he mean the Ministry or the Minister?

Mr. Speaker: Minister, not the Ministry. He wants the Minister to carry out this.

Dr. D. S. Raju: I have been actually doing this.

श्री म० ला० द्विवेदी : मैं यह जानना चाहता हूँ कि क्या मंत्री महोदय को मालूम है कि

अध्यक्ष महोदय : माननीय सदस्य यह जानना चाहते हैं कि क्या मिनिस्टर साहब को भी मालूम है। अगर उनको इस में भी शक है, तो फिर वह जानना क्या चाहते हैं? उन को इस में शक नहीं करना चाहिए कि मिनिस्टर साहब जानते हैं।

श्री म० ला० द्विवेदी : क्या मंत्री महोदय को मालूम है कि कांटीब्यूटरी हेल्थ स्कीम के कई खास खास सेक्टरों पर आवश्यक दवाओं की भी कमी रहती है और वे दो दो हफ्ते तक प्राप्त नहीं होती हैं? क्या यह भी सच है कि यूरिन और ब्लड की परीक्षा का भी इन्तजाम नहीं है?

Dr. D. S. Raju: There is no shortage of medicines so far as I know. These examinations also are conducted; they do not have to wait long.

Shri S. M. Banerjee: May I know if there is acute shortage of doctors in the C.H.S. dispensaries and if so, how many more doctors will be recruited?

Mr. Speaker: That he has answered.

Shri Tulsidas Jadhav: May I know whether the Government has received any complaint from clerks and if so what is being done?

Dr. D. S. Raju: We have not received any complaint from the clerks.

Power shortage in Andhra Pradesh

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 *322. { Shri Yallamanda Reddy:
 Shri Bishanchander Seth:
 Shri Kolla Venkaiah:
 Shrimati
 Lakshmikanthamma:

Will the Minister of **Irrigation and Power** be pleased to refer to the reply given to Unstarred Question No. 2732 on the 7th June, 1962 and state:

(a) whether the request of the Government of Andhra Pradesh has since been considered;

(b) if so, the amount released for foreign exchange;

(c) how far it has solved the scarcity of power in that State;

(d) whether it is a fact that such kind of requests have been received from other States also; and

(e) if so, the names of the States and the reaction of Government there-to?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) Yes: Sir.

(b) Rs. 1 crore (approximately).

(c) About 20 MW additional power will become available.

(d) and (e). A request was received from the Government of Mysore and import of two 10½ MW Gas Turbine Units has been sanctioned for that State also.

Shri Yallamanda Reddy: May I know whether it is a fact that the World Bank refused to give a loan to the Kothagudem gas turbines and what is the other alternative proposal made by the Government?

Shri Alagesan: It is not a fact that the World Bank refused to give a loan. We are talking with it about it.

Shri Yallamanda Reddy: The hon. Minister was saying that they have given foreign exchange of about Rs. 1 crore. I want to know in what way they have given and to what project they have sanctioned foreign exchange.

Shri Alagesan: It is an answer to a specific question. It refers to a previous question. This is for installing two gas turbine units. Foreign exchange for the purpose is Rs. 1 crore approximately.

Shri Yallamanda Reddy: I want to know whether the Government have given import licence.

Shri Alagesan: We have issued tender specifications.

Dr. K. L. Rao: May I know whether it is a fact that the amount of power per capita is the lowest and the scarcity of power is the largest in Andhra Pradesh among all the States in South India, and if so, what steps are being taken to make up this shortage?

Shri Alagesan: These questions have been answered several times on the floor of the House, and the hon. Minister had placed a detailed statement regarding power shortage on the Table of the House on the 30th April, 1962. All these questions have been discussed in that statement, and the hon. Member knows about those things.

खाद्य उत्पादन

*३२४. श्री रामेश्वरानन्द : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कृषि योग्य भूमि पर कल कारखाने खोलने से एवं नहीं बसाने से अन्न के उत्पादन की समस्या और जटिल हो जायेगी;

(ख) यदि हां, तो इसको क्यों नहीं रोका जाता; और

(ग) क्या पर्वतों पर कल कारखाने खोलने से कोई हानि है ?

खाद्य तथा कृषि मंत्री के सभा-सचिव (श्री शिन्दे) : (क) और (ख). सरकार की सामान्य नीति यह है कि जहां तक हो सके कृषि योग्य बढ़िया भूमि को गैर-कृषि कार्यों के लिये अभिग्रहण न किया जाये । जब आवश्यक विकास परियोजनाओं के कारण ऐसी भूमि का अभिग्रहण करना अनिवार्य हो जाता है तब भूमि अभिग्रहण को यथासंभव सीमित रखने के लिये भरसक प्रयत्न किये जाते हैं । कुल मिला कर खाद्य उत्पादन पर प्रभाव पड़ने की सम्भावना नहीं है ।

(ग) सामान्यतया कल-कारखानों का खोला जाना बिजली, पानी, परिवहन, कच्चा माल, उपभोक्ता बाजार की समीपता आदि सुविधाओं की उपलब्धि पर निर्भर होता है । फिर भी स्थान चुनने का अन्तिम निर्णय करना मुख्यतया उद्योगपतियों का ही काम है ।

श्री रामेश्वरानन्द : अध्यक्ष महोदय इस समय भी देश में इतना अनाज पैदा नहीं होता, जिस से देश का पालन हो सके । अनाज विदेशों से मंगाना पड़ता है और जन-संख्या बढ़ रही है । फिर भी अभी ग्राजियाबाद में पचास साठ गांवों को मास्टर

प्लान के लिए लिया जा रहा है । इसी तरह से सारे देश में स्थिति है ।

अध्यक्ष महोदय : अब माननीय सदस्य सवाल करें ।

श्री रामेश्वरानन्द : मैं अभी सवाल करता हूं । आप सुन लीजिये ।

अध्यक्ष महोदय : अगर माननीय सदस्य बहुत सारे लैक्चर के बाद सवाल करेंगे तो मैं नहीं सुनूंगा ।

श्री रामेश्वरानन्द : मैं बहुत छोटा कलंगा ।

जब अन्न-समस्या का अभी भी समाधान नहीं हो रहा है, तो और बड़े बड़े नगर बसाने से समस्या का समाधान कैसे हो जायगा, मैं यह जानना चाहता हूं ।

खाद्य तथा कृषि मंत्री (श्री स० का० पाटिल) : सिर्फ जमीन से खाद्य समस्या हल नहीं होती है । खाद्य समस्या थोड़ा एकड़ेज ज्यादा बढ़ा कर हल नहीं होती है । लेकिन अभी गये दस बरस में जो कुछ बना है, उस सब के होते हुए भी चार करोड़ और ज्यादा जमीन खेती के लिए आई है ।

श्री रामेश्वरानन्द : मैं यह जानना चाहता हूं कि अगर हम कल-कारखानों को पर्वतों पर ले जायें, कम उन्नत प्रदेशों में ले जायें, तो क्या हो जायेगा ?

अध्यक्ष महोदय : नैक्स्ट क्वेस्टियन ।

Export of Sugar to U.S.A.

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|---------------------|---|---------------------------|
| *325. | { | Shri Warior: |
| | | Shri M. K. Kumaran: |
| | | Shri Vasudevan Nair: |
| | | Shri Tridib Kumar |
| | | Chaudhuri: |
| | | Shri Bibhuti Mishra: |
| | | Shrimati Maimoona Sultan: |
| Shri Yashpal Singh: | | |
| Shri Mohan Swarup: | | |

Will the Minister of Food and Agriculture be pleased to state:

(a) whether U.S.A. have restored the cut made in their import of Indian sugar this year; and

(b) if so, by how much?

The Parliamentary Secretary to the Minister of Food and Agriculture (Shri Shinde): (a) No, Sir.

(b) Does not arise.

Shri Warrior: May I know whether the Government of India had approached the U.S. Government to restore this cut on the import of sugar into the USA from India, and if so, with what results?

Shri Shinde: It would not be correct to say that the quota has been reduced as such, because under the old USA Sugar Act, India was not having any regular export quota. Only an ad hoc quota was granted during the year 1961-62, and for the first time, India has got a regular quota under the new Sugar Act. So, it would not be correct to suggest that restoration is necessary or that the quota has been reduced.

Shri Warrior: Is it a fact that the quota at present given by USA to India is the same quantity that we had been exporting to USA before this quota was given?

Mr. Speaker: He has given the answer, that in the first instance, it was only an ad hoc quota and it is for the first time now that a fixed quota has been given to us.

Shri Warrior: Is the fixed quota the same?

Mr. Speaker: It is less. Everybody knows it.

Shri Hem Barua: Has the attention of Government been drawn to a statement made by a US Senator Proxmire, to the effect that some lobbyist for India would get Rs. 5 lakhs if he succeeded in influencing the US Congress in granting a higher allocation of quota of sugar to India? If so, in view of the fact that this is creating unhealthy reactions, may I know whether Government have con-

tradicted this statement that we have engaged any professional lobbyist like that?

Shri S. K. Patil: We have not engaged any lobbyist. As I explained the other day, this American quota has lost its significance when the price has come to the international level. We may not be interested also in having that quota.

Shri M. K. Kumaran: May I know whether the U.S. Government have also asked for raw sugar instead of refined sugar?

Shri S. K. Patil: When we become exporters, it is the buyer who chooses what type of sugar he wants. If we have raw sugar, apart from the American Government, any countries where there are refineries would naturally prefer raw sugar.

Shri P. Venkatasubbaiah: How does the price of sugar in the country compare with the international price?

Mr. Speaker: That has been answered before.

Shri S. K. Patil: We have answered it very often. The international price is Rs. 300 and our cost of production is Rs. 800.

Shri Basumatari: In view of the fact that the Parliamentary Secretary stated just now that as far as possible arable land is to be saved from being taken over for development of industries, may I know whether it has been brought to the notice of Government that as many as 12,000 bighas of land in Hathia in Bihar has been taken over for heavy machinery industries?

An Hon. Member: What is this question?

Mr. Speaker: Order, order

Shri Basumatari: I am sorry. I thought it was the same question continuing.

श्री विभूति मिश्र : अमरीका को जो चीनी हम निर्यात कर रहे हैं, उस चीनी का दाम क्या है ?

Shri Shinde: It is approximately £41 per ton against quotas.

Shri Sham Lal Saraf: In view of the fact that there are refineries in different countries of the world which are interested in importing raw sugar, will Government be interested in exporting raw sugar from our surplus stocks?

Shri S. K. Patil: If countries want raw sugar and if we have any sugar to sell, surely it is in our interest that part of the sugar should be produced raw.

Family Planning

- +
- *326. { **Shri Pottekkatt:**
Shri A. V. Raghavan:
Dr L. M. Singhvi:
Shri Ravindra Varma:

Will the Minister of Health be pleased to state:

(a) whether Government are aware of the fact that doctors engaged in conducting operations under the family planning scheme can be proceeded under the Indian Penal Code,

(b) whether Government have seen the opinion of the West Bengal Legal Remembrancer on the above subject; and

(c) if so, what steps Government propose to take to protect the doctors engaged in family planning?

The Deputy Minister in the Ministry of Health (Dr. D. S. Raju): (a) to (c). Attention of the Government has been drawn to the opinion of the West Bengal Legal Remembrancer according to which the sterilization operations for socio-economic reasons are not strictly legal under the Indian Penal Code. The legal implications of the operations are under active consideration.

Dr. L. M. Singhvi: When is it proposed to place before this House the legal implications of operations which may involve penal liability for the doctors performing those

operations? May I also know whether in the meanwhile the doctors have directed not to perform these operations until we know the penal liability arising therefrom?

Dr. D. S. Raju: No, Sir. Actually section 329 of the Penal Code lays down that vasectomy for therapeutic purposes is not illegal. But section 88 gives a covering protection. They say that if vasectomy operation is done for the benefit of the patient, that is legal. Now vasectomy operations are done for socio-economic reasons. It is felt by some people that it is secondary and they should be penalised. But there is a difference of opinion even among legal experts. Strictly speaking, when a vasectomy operation is performed upon a patient after three or four children, it is not only a socio-economic problem, but it also affects his health; so, that is the point. Legal opinion will be considered, but meanwhile we have asked our doctors to go on with the operations.

Dr. L. M. Singhvi: The reply that the hon. Minister has given shows that as a matter of fact, he does not consider any further consideration of the legal implications to be necessary.

Mr. Speaker: He said that they will be considered.

Dr. L. M. Singhvi: But then he proceeded to give an entire opinion as to the legality of the operations.

Mr. Speaker: That aspect was being considered, but because the hon. Member wanted some interim measures to protect the doctors, he feels that there is enough protection even now.

Dr. L. M. Singhvi: That is what I am stating. In view of what the Minister has said, would the Minister say whether they have entered into any correspondence with the person who gave this particular opinion as to why he considered that there would be penal liability attaching to such

operations, if the Government is already in consultation with the person; then, whether the Government thinks that in case it is found that it is not for the benefit of the person concerned, it would still protect the doctor performing the operation? It may be a benefit in the long run but not an immediate benefit.

Mr. Speaker: That would be the whole argument before the Supreme Court.

Dr. L. M. Singhvi: What I am submitting is that a very difficult situation is being created.

Mr. Speaker: He should put his question.

Dr. L. M. Singhvi: I will phrase it very shortly. My question is whether the Government have considered that these operations must be found to be for the immediate benefit of the patient as contemplated by the law, and if so, whether Government have issued any directions to the doctors to perform these operations only if they come to that conclusion, or to seek advisory opinion if they so choose?

Dr. D. S. Raju: No, Sir. We have advised the State Governments....

अध्यक्ष महोदय : स्वामी जी को इस से क्या दिलचस्पी है ?

Dr. D. S. Raju: We have advised all the State Governments and the family planning units to go ahead with these matters of family planning. If any such legal complications arise, we will fight them in the courts.

श्री रामेश्वरानन्द : अध्यक्ष महोदय, मैं यह कहना चाहता हूँ कि पहले भी राज्य होते थे लेकिन कभी भी परिवार नियोजन की व्यवस्था नहीं होती थी और आज कौन सी ऐसी विपत्ति आ पड़ी है कि परिवार नियोजन की बात चल पड़ी है ? जैसे प्राचीन काल में होता था, ब्रह्मचर्य के सिद्धान्तों के अनुकूल गृहस्थों की क्यों न व्यवस्था आज भी की जाये ?

Mr. Speaker: If Shri Warior wants to understand what question Swamiji has put in respect of family planning, he wants complete abstinence, he says brahmacharya. करना चाहिये ।

श्री रामेश्वरानन्द : मेरे कहने का तात्पर्य यह है कि जितनी देश को आवश्यकता हो उतने ही बच्चे पैदा किये जायें । लोगों को इस प्रकार की शिक्षा दी जाये जिससे वे ब्रह्मचर्य का पालन कर सकें ।

Shri Hem Barua: In view of the fact that people are interested more in the spacing of births than in the retarding of births together, and sterilisation operations retard birth, may I know what steps Government have taken to make cheaper and more effective contraceptives available to the people.

Dr. D. S. Raju: Vasectomy is only part of the family planning programme. There are other methods which are advocated.

Production of Sugar

*328. **Shrimati Renuka Ray:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that the production of world sugar in 1961-62 is lower than that of the previous year; and

(b) to what extent India's production has fallen and how does it compare with other sugar producing areas in the world?

The Parliamentary Secretary to the Minister of Food and Agriculture (Shri Shinde): (a) and (b). Yes, Sir. The fall in production of sugar in India in 1961-62 as compared to the previous year is estimated at 9.4%. The corresponding fall in world's production is estimated at 6.9%.

Shrimati Renuka Ray: If the fall in production in India is less than in other countries, has it helped us to increase our earnings abroad through export of sugar, and also how far our exports have increased on account of this?

Shri Shinde: The fall in the total production of world sugar is not such as is likely to give an impetus to our exports. But, our exports have increased due to some other reasons this year.

Shri Bhagwat Jha Azad: May I know whether this fall in production is the direct result of the Government's announcing the cut after the farmers had sown their crops and their damaging them?

The Minister of Food and Agriculture (Shri S. K. Patil): The fall is entirely due to the restrictions that we had imposed.

Shri S. M. Banerjee: I want to know whether this particular fall in sugar production in India will affect the prices of sugar. Will they be more or remain the same?

Shri S. K. Patil: The prices are governed by the releases that we have got. They have some relation with the internal production. But, we shall take jolly good care that the prices do not rise—by manipulating the releases.

Shri D. D. Puri: Does this sugar include gur and khandsari sugars?

Shri S. K. Patil: This is not gur or khandsari; this is only crystal sugar.

Shri Bhagwat Jha Azad: Do Government propose to continue the policy of having a cut and consequently a fall in the production of sugar?

Shri S. K. Patil: That cut has been so helpful that there will be no cut necessary hereafter.

SHORT NOTICE QUESTIONS

Adulteration of Pure Ghee

- S.N.Q. 3. { **Shri Bhagwat Jha Azad:**
 { **Shri Ram Sewak Yadav:**
 { **Shri Bagri:**
 { **Shri Inder J. Malhotra:**
 { **Shri Bhakt Darshan:**

Will the Minister of Food and Agriculture be pleased to state:

(a) whether a 4-kilo tin of ghee purchased from the Parliament Sales counter of Delhi Milk Supply Scheme by a Member of Parliament when opened was found to be filled with coconut oil; and

(b) if so, what Government propose to do in this regard?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) No, Sir.

(b) Does not arise.

श्री बागड़ी : मिनिस्टर साहब ने क्या जवाब दिया ।

अध्यक्ष महोदय : उन्होंने कहा "नहीं, سوال पैदा नहीं होता ।"

Shri Bhagwat Jha Azad: When the tin which was complained to be filled with coconut oil by a Member of the House and was given to the hon. Deputy Minister for examination was examined, what was the result? Was the ghee examined from the same tin or from some other tin?

Shri A. M. Thomas: The hon. Member who handed over the ghee to me did not positively state that it was adulterated or it contained coconut oil. He had some suspicion. According to him when cooked it smelt like coconut oil. Anyhow, I had the entire ghee examined, and the report of the laboratory and the test analysis have shown that the sample conformed to the standard laid down under the Pure Foods Act of 1954; and the sample appeared to be a sample of genuine ghee.

Shri Bhagwat Jha Azad: How do Government propose to guarantee the purity of ghee and milk from the Supply Scheme? Do they have their own cows or do they get from contractors from outside? How do they get the milk?

Shri A. M. Thomas: We do not get ghee from contractors. In fact, this ghee is produced from the surplus of milk we may have in winter period. This ghee is produced from

the surplus cream. And, we also make it a point that the entire process is carried out under the supervision of a gazetted officer. The ghee is being packed in taggar-top packed containers and these containers can only be opened by cutting the taggar. For the information of the House, I may say that there is such guarantee of the purity of the ghee that is being supplied by the D.M.S. Scheme that there has been increased demand from the Members of Parliament; and I also understand that the Members of Parliament are approached by outsiders also to get this ghee.

श्री बागड़ी : जहां तक मैं समझता हूं, यह कहा गया है कि वह जो घी या वह सही था, नारियल के तेल की सी गन्ध उसमें आती थी।

अध्यक्ष महोदय : नारियल के तेल की गन्ध तो डिप्टी मिनिस्टर साहब को नहीं बल्कि मेम्बर साहब को ही आती थी।

श्री रामेश्वरानन्द : मिनिस्टर को क्यों आती, मेम्बर को ही आएगी।

श्री बागड़ी : मैं यह दरियाफ्त करना चाहता हूं कि जो यह बतलाया गया कि वह दरअसल घी या नारियल का तेल नहीं था, तो यह एन्क्वायरी सिर्फ मशीनरी के तरीके से ही की गयी या छानबीन के दौरान मेम्बर मजकूर से भी दरियाफ्त किया गया ?

Shri A. M. Thomas: This ghee is produced under the most scientific conditions.

Mr. Speaker: What he means to say is whether the test were undergone in the laboratory and only a report was received or whether some enquiry was made from the Member also as to why he had made this allegation?

Shri A. M. Thomas: The Member has not made any assertion as such. He suspected from the smell. But with regard to smell, it may differ to some extent from the smell of the

ghee produced or manufactured in the home because this ghee is produced at a lower temperature. If it is heated beyond a particular temperature the smell may be very prominent and piercing. But the smell of this ghee is not so pronounced.

श्री बागड़ी : मुझे थोड़ा सा समझा दें।

अध्यक्ष महोदय : वह कहते हैं कि मेम्बर साहब को भी केवल कुछ शक ही हुआ था। इस घी के बनाने का जो तरीका इस्तेमाल किया जाता है उसमें गरमी धीरे धीरे दी जाती है, इसलिये इसकी बू अचानक ही होती है। उनका कहना है कि घी असली था। मेम्बर साहब को जो शक था उसमें असलियत नहीं थी।

Shri S. M. Banerjee: I want to know whether this public sector ghee is available only to the Members of Parliament and not to the public outside.

Mr. Speaker: That does not arise out of this question: it relates to quality. He wants to ask about the quantity.

श्री बागड़ी : मैं यह जानना चाहता हूं कि लेबोरेटरी की मारफत जब जांच की गयी तो मेम्बर मजकूर को भी विश्वास में लिया गया था या नहीं और सही बात बतला कर उनका भी शक मिटाया गया था या नहीं ?

Shri A. M. Thomas: This analysis has been made in the laboratory attached to the Sugar and Vanaspati Directorate and not the one attached to the Delhi Milk Supply Scheme. (Interruptions.) The Member also is not positive that it is coconut oil.

श्री बागड़ी : मुझे भी इसका मतलब समझा दें।

अध्यक्ष महोदय : उन्होंने कहा कि मेम्बर साहब को भी यह यकीन नहीं था, उन को भी शक ही हुआ था।

श्री बागड़ी : मुझे तो उन्होंने कहा था कि उनको पक्का यकीन है कि वह नारियल

का तेल था।

अध्यक्ष महोदय : श्रीमन् तो क्या उनकी स्मैलिंग सेन्स को भी लेबारेटरी में टेस्ट कराया जाए ?

श्री भक्त वरान : क्या मैं यह जान सकता हूँ कि वह माननीय सदस्य कौन हैं जिन्होंने शक किया था।

अध्यक्षमहोदय : क्या जरूरत है नाम को जानने की।

श्री भक्त वरान : श्रीमन्, मैं जानना चाहता हूँ कि उन्होंने सूघने का क्या तरीका अपनाया था ?

Mr. Speaker: Under Rules 41, no name is to be brought in unless it is necessary to make the question intelligible. The question is otherwise sufficiently intelligible. Therefore, names need not be brought in.

WRITTEN ANSWERS TO QUESTIONS

Beas Dam Project

*323. **Shri P. C. Borooah:** Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 54 on the 21st April, 1962 regarding Beas Dam Project and state:

(a) whether the survey has since been completed; and

(b) if so, the number and names of the new stations and bridges to be built under the Divisional scheme?

The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan): (a) Not yet, Sir

(b) This will not be known till the survey, which is in progress, is completed and the report thereon has been compiled.

Shortage of Teleprinter Tape at Indore

*327. **Shri Rameshwar Tanti:** Will the Minister of Transport and Communications be pleased to state:

(a) whether the attention of Government was drawn to the shortage of teleprinter tape at Indore Telegraph Office which resulted in the non-clearance of hundreds of telegrams;

(b) whether it is also a fact that most of the teleprinters are lying idle;

(c) if so, what measures Governments have taken in the matter; and

(d) what is the general position of stocks of teleprinter tape in the country?

The Deputy Minister in the Ministry of Transport and Communications (Shri Bhagavati): (a) Yes, there was diminution of stock below the minimum. No telegram was held up.

(b) No; only one circuit out of nine could not be worked on teleprinter for about ten days.

(c) Supply of tape has since been arranged.

(d) There is a general shortage of tape in the country due to non-availability of base paper. Arrangements have since been made to procure tapes from different sources.

Central Health Cadre

*329. **Shri Hem Raj:** Will the Minister of Health be pleased to state:

(a) the steps taken by Government for the constitution of the Central Health Cadre;

(b) the number of persons who are found eligible for it from the service people; and

(c) the causes for the delay in its constitution?

The Minister of Health (Dr. Sushila Nayar): (a) The Scheme of the Central Health Service is being finalised in consultation with the Union Public Service Commission.

(b) The number of persons who are found eligible for it from the service people will be known only after the

Central Health Service Cadre is constituted.

(c) It was necessary to consult other Ministries concerned with the matter, viz., Ministers of Finance and Home Affairs, apart from the participating offices. The Scheme of the Service was thereafter referred to the Union Public Service Commission for eliciting their views.

Contamination of Wheat

*330. { Shri Dasaratha Deb:
Shri A. K. Gopalan:
Shri Umanath:
Shri P. Kunhan:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether the attention of Government has been drawn to the new item "contamination of wheat suspected" appearing in the *Statesman* on the 27th June, 1962 where it was alleged that 300 tons of wheat under PL-480, which was then being unloaded, was suspected to be contaminated by insecticide;

(b) if so, whether any step was taken to investigate the matter; and

(c) if so, the result thereof?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) and (b). Yes, Sir. But the wheat involved is Australian wheat and not PL-480 wheat.

(c) 1,108 tons of wheat in one of the hatches got contaminated because of the leakage of a drum of Pyridine that was carried along with wheat.

Weather Rockets

*331. Shri Daji: Will the Minister of Transport and Communications be pleased to state whether it is planned to launch weather rockets in India?

The Deputy Minister in the Ministry of Transport and Communications (Shri Mohiuddin): Yes, Sir.

Agricultural Schemes

*332. { Shri M. K. Kumaran:
Shri H. P. Chatterjee:
Dr. Ranen Sen:
Shri Dinen Bhattacharya:

Will the Minister of Food and Agriculture be pleased to state the special measures proposed to be introduced by Government in order to speed up the implementation of agricultural schemes under the Third Five Year Plan?

The Minister of State in the Ministry of Food and Agriculture (Dr Ram Subhag Singh): It is proposed to accelerate minor irrigation and soil conservation programmes further during the remaining years of the Third Plan. The availability of chemical fertilizers is also being gradually stepped up from year to year. Plant protection measures are also proposed to be intensified.

Railway line from Pathankot to Jammu

*333. { Shri Inder J. Malhotra: }
Shri D. C. Sharma:
Maharajkumar Vijaya Ananda:
Shri Ram Ratan Gupta:

Will the Minister of Railways be pleased to state:

(a) the latest position with regard to the steps taken to extend railway line from Pathankot to Jammu; and

(b) the amount spent so far?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) A Railway line has already been constructed from Pathankot to Madhopur (Punjab), a distance of 9.45 miles. An extension of this rail head beyond Madhopur to Kathua, a distance of 5.40 miles, is in hand. With a view to examine the traffic prospects of further projection of this line beyond Kathua upto Jammu Reconnaissance Engineering and Traffic Surveys are in progress.

(b) The cost of Pathankot-Madhopur (Punjab) rail link was about Rs. 40 lakhs while the estimated cost of its extension from Madhopur to Kathua is Rs. 177.39 lakhs including the cost of an important bridge over the river Ravi. Of the latter amount, Rs. 49 lakhs were spent upto June 1962.

Accident to Kalinga Airlines Dakota

- *334. {
 Shri D. C. Sharma:
 Shri P. C. Borooah:
 Shri Raghunath Singh:
 Shri Ram Ratan Gupta:
 Shrimati Maimoona Sultan:
 Shri Indrajit Gupta:
 Shri P. K. Deo:
 Shri Eswara Reddy:

Will the Minister of Transport and Communications be pleased to state:

(a) whether a Dakota aircraft belonging to the Kalinga Airlines crashed while on a supply dropping mission in Assam on the 16th July, 1962; and

(b) if so, the details of the accident and the result of the enquiry instituted, if any?

The Deputy Minister in the Ministry of Transport and Communications (Shri Mohiuddin): (a) and (b). It is a fact that Kalinga Airlines Dakota aircraft VT-DFZ, while engaged in supply dropping operations in NEFA Area, crashed at about 15.30 hours IST on 16th July, 1962, one mile north of Lohosphu Dropping Zone (Assam) at a height of approximately 6,000 feet. All the nine persons on board the aircraft comprising one Pilot, one Co-pilot, one Radio Officer, five ejection crew and one Supply Inspector were killed. The aircraft was completely destroyed by impact and fire.

The accident is being investigated by an officer of the Civil Aviation Department.

Railway Officers Entitled for Special Carriages and Saloons

*335. Shri Yashpal Singh: Will the Minister of Railways be pleased to state:

(a) what are the categories of the Railway Officers who are entitled to travel in special carriages and saloons on their own Railways and on the foreign Railways (other than the railway of their posting);

(b) whether such officers are also allowed to take their families while travelling in saloons; and

(c) if so, the reasons therefor?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) All gazetted Railway officers are entitled to travel in Inspection carriages on their own railway on duty. Senior Administrative, Intermediate and Junior Administrative Officers only are entitled to travel in Inspection carriages over other zonal Railways on official duty.

(b) Yes, Sir.

(c) Railway Officers have to tour extensively the areas under their jurisdiction, and the privilege of taking family (wife and children only) has been in vogue from the time railways started running in the country.

Purchase of Rice from Burma

- *336. {
 Shri Raghunath Singh:
 Shri Prakash Vir Shastri:
 Shri Ram Ratan Gupta:
 Shri R. S. Tiwary:
 Shri Daljit Singh:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether India has recently bought Burmese rice;

(b) if so, the quantity purchased and price paid therefor; and

(c) terms of the agreement?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) No negotiations for purchase of rice have been held since July 1962.

(b) and (c). These questions do not arise.

Tips to Hotel Waiters

*337. { Shri Vidya Charan Shukla:
Shri Bibhuti Mishra:

Will the Minister of Transport and Communications be pleased to state:

(a) the nature of the views conveyed by hotels over the suggestion of the Department of Tourism about levy of a 10 per cent 'service charge' for distribution amongst the hotel workers so that tourists are not pestered for tips by individual workers;

(b) Government's reaction thereto; and

(c) the decision, if any, taken in the matter?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) The Managing Committee of the Federation of Hotel and Restaurant Associations have conveyed their agreement with certain reservations to the proposal made by the Department of Tourism that the collection of Service Charge levied on hotel bills should be distributed among the staff.

(b) The Tourist Department are at present examining the views offered by the representatives of the Hotel Federation.

(c) The final decision has not yet been taken.

दिल्ली में नाला नं० ८

*३३८. { श्री प्रकाशवीर शास्त्री :
श्री यशपाल सिंह :
श्री राम रत्न गुप्त :

क्या सिंचाई और विद्युत् मन्त्री यह बताने की क्षमता करेंगे कि :

(क) क्या नाला नम्बर ८ को यमुना में गिराने के लिये दिल्ली प्रशासन और पंजाब सरकार में कोई समझौता हो गया है;

(ख) यदि हां, तो इसका क्या व्यौरा है ;

(ग) यह कार्य कब तक पूर्ण हो सकेगा; और

(घ) इस कार्य को पूर्ण करने पर कितना व्यय होगा और इसमें केंद्रीय सरकार का कितना भाग रहेगा ?

सिंचाई तथा विद्युत् मंत्रालय में राज्य मंत्री (श्री अलमोशन) : (क) जी, हां ।

(ख) यह मान लिया गया है कि दिल्ली क्षेत्र में कुण्डली प्रावणत भूमि के पानी का विकास व्यपवर्तन नाली द्वारा होना चाहिए और कि उस स्थान पर रेगुलेटर बनाना चाहिए जहां नाली नं० ६ व्यपवर्तन नाली से निकलती है किन्तु यह केवल संकटकाल में ही काम में लाई जाना चाहिए । यह भी फैसला किया गया है कि ८ और ६ नम्बर की नालियों के इकट्ठे निस्सार के लिये व्यपवर्तन नाली की पर्याप्त धारिता होनी चाहिये और इस धारिता के प्रबन्ध में यदि कोई अतिरिक्त व्यय होगा तो वह दिल्ली प्रशासन करेगा ।

(ग) ३०० क्यूसक की निस्सार क्षमता का व्यपवर्तन चैनल के 'पाईलाट सैवशन' पर कार्य पूर्ण हो गया है । व्यपवर्तन नाली पर कार्य की द्वितीय (अन्तिम) अवस्था, धन की उपलब्धता के अधीन, तृतीय पंचवर्षीय योजना में पूर्ण हो जाएगी ।

(घ) स्कीम के प्रथम चरण की अनुमित लागत ८० लाख रुपये है । द्वितीय चरण की अनुमित लागत पंजाब सरकार द्वारा, जो कि स्कीम को कार्यान्वित कर रही है, निकाली जा रही है । केंद्रीय सरकार ने इस कार्य के सम्बन्ध में किन्ना धन देना है, इसका निर्णय अभी किया जाना है ।

Navigation in Ganges

*339. **Shri Nath Pai:** Will the Minister of Transport and Communications be pleased to state:

(a) whether Government have entered into any agreement with a West German firm for developing the Ganges river as a navigable channel between Calcutta and Allahabad;

(b) if so, details of the agreement;

(c) steps taken by Government to implement the agreement; and

(d) whether Government have also agreed to ply barges on the Ganges?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur) (a) No, Sir.

(b) and (c). Do not arise.

(d) The Ganga Brahmaputra Water Transport Board is running push-towing services on the Buxar-Rajmahal section of the river Ganga by employing tugs and barges. A scheme to transport coal by road from the Bengal Bihar fields to Mokameh Ghat and therefrom by river upto Allahabad by making use of power-vessels and barges is also under study in the Ministry of Mines and Fuel.

Incidence of Lung Cancer

*340. **Dr. L. M. Singhvi:** Will the Minister of Health be pleased to state:

(a) what is the incidence of lung cancer in India;

(b) the medical opinion regarding its specific causes in India; and

(c) whether pollution of atmosphere is also considered a contributory factor in India?

The Minister of Health (Dr. Sushila Nayar): (a) As no all India survey has been carried out to assess the incidence of cancer, it is not possible to indicate the exact incidence of lung cancer.

(b) The factors leading to causation of cancer have not yet been accurately established.

(c) While it is a fact that fumes, smoke and smog which cause air pollution are injurious to health, it has not been proved that this causes lung cancer.

Production of Raw Sugar

*341. **Shri Umanath:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that Government are considering the feasibility of change-over from refined sugar to raw sugar;

(b) if so, whether any decision has been reached in the matter;

(c) the details thereof; and

(d) the reasons that prompted consideration of such change-over?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) to (c). Yes, Sir. It has been decided to manufacture about 2 lakh metric tons of raw sugar during the season 1962-63. This is only about seven per cent of the total crystal sugar production in the country per annum.

(d) A number of important importing countries require raw sugar for refining in their local refineries. In order to step up sugar exports and make it a regular feature, it has, therefore, become necessary to produce raw sugar in India.

स्टीम ट्रेवलिग क्रेन

*३४२. **श्री मोहन स्वरूप :** क्या रेलवे मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि शीघ्र ही आइजटनगर रेलवे वर्कशॉप में १० एम० जी० स्टीम ट्रेवलिग क्रेन का निर्माण किया गया था, जिसका उद्घाटन रेलवे उपमन्त्री ने किया था ;

(ख) यदि हां, तो क्रेन के निर्माण पर कितना धन व्यय किया गया ;

(ग) क्या यह भी सच है कि इसी प्रकार की क्रेन विदेश से पहले आयात की गईं ;

(घ) यदि हां, तो कितने तथा कितने मूल्य की ;

(ङ) क्या यह सच है कि भारत में बनने वाली इस पहली क्रेन में रोप गेयर, मेन गेयर तथा इंजक्टर ये तीन पुर्जों की लोडिंग पावर बहुत कम थी, और इस कारणवश ये तीन पुर्जे विदेश से आयात की गईं एक क्रेन में फिट कर दिये गये जबकि आयात की गईं क्रेन के पुर्जे पालिश करके देश में निर्मित क्रेन में फिट कर दिये गये थे ; और

(च) यदि हां, तो उसका व्यौरा क्या है ?

रेलवे मंत्रालय में उप मंत्री (श्री सें० वें० रामस्वामी) (क) जी हां ।

(ख) निर्माण की अनुमानित लागत १,५०,००० रुपये है ।

(ग) जी हां ।

(घ) १९५६ और १९५६ के बीच इस तरह के ३३ क्रेन बाहर से मंगाये गये हैं, जिनमें से हर एक की लागत लगभग १,५०,००० रुपये है ।

(ङ) और (च). एक बयान सभा पटल पर रख दिया गया है ।

विवरण

बाहर से मंगाये गये किसी क्रेन के गियर निकाल कर इस क्रेन में नहीं लगाये गये । सभी गियर रेल कारखानों में तयार किये गये थे ।

इंजक्टर एक छंटा सा पुर्जा है जो क्रेन में लगाया जाता है । इसके निर्माताओं ने इसके बनाने का एकाधिकार ले रखा है, जिसकी वजह से शुरू-शुरू में इसके लिए आवश्यक खाते और निर्माण-औजार नहीं बनाये गये थे । आइजटनगर में २७ क्रेन बनाने का जो कार्यक्रम बनाया गया था, उनमें से पहले ८ क्रेनो की जरूरतों को पूरा करने के लिये

इंजक्टरों की खरीद के लिये इन निर्माताओं को आर्डर दिया गया । लेकिन, चूंकि इंजक्टर समय पर नहीं मिले, इसलिये पहले-पहल जो क्रेन तैयार हुआ उसे चलाने के लिये एक पुराने क्रेन का (जिसका ओवरहाल किया जा रहा था) इंजक्टर निकाल कर अस्थायी तौर पर उसमें लगा दिया गया । आशा है इंजक्टर जल्द मिल जायेंगे ।

Vacancies of Engineers and Technical Staff on Railways

*343. **Shri Harish Chandra Mathur:** Will the Minister of Railways be pleased to state:

(a) the existing number of vacancies of engineers and other technical staff on each zonal Railway;

(b) whether it is a fact that work is suffering because of delays in filling up these vacancies; and

(c) what is Railways programme for training and recruitment of engineers and technical staff during the next four years?

The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan): The information is being collected and will be laid on the Table of the House.

Indian Doctors in U.K.

{ **Shri P. R. Chakraverti:**
*344. } **Shri Yashpal Singh:**
 } **Shri Hem Barua:**
 } **Shri Surendra Pal Singh:**

Will the Minister of Health be pleased to state:

(a) whether it is a fact that 1500 Indian doctors have, after their studies in the U.K., settled there because of the better service conditions;

(b) whether it is also a fact that these medical graduates are reluctant to come back to India fearing that Government will send them to remote Indian villages; and

(c) whether any attempt has been made to persuade them to return to India and make positive contribution

in making available better medical facilities to their countrymen?

The Minister of Health (Dr. Sushila Nayar): (a) No. According to the information available, there are not more than 50 Indian medical doctors, who have completed their studies in U.K., have any intention of settling in U.K. because of attraction of service conditions.

(b) No.

(c) All possible steps in this direction are being taken.

C.H.S. Scheme

- *346. {
 Shri Bishanchander Seth:
 Shri P. R. Chakraverti:
 Shri Rameshwar Tantia:
 Shri A. V. Raghavan:
 Shri Pottekkatt:
 Dr. L. M. Singhvi:
 Shri Ram Ratan Gupta:
 Shri Yashpal Singh:
 Shri Heda:

Will the Minister of Health be pleased to state:

(a) whether it is a fact that Government are considering to extend the Contributory Health Service Scheme to cover the general public in the Capital;

(b) if so, whether under this Scheme all the non-Government servants will be covered;

(c) if so, the details of the proposed scheme;

(d) whether any experiment is being made towards it; and

(e) if so, the details thereof?

The Minister of Health (Dr. Sushila Nayar): (a) No, Sir.

(b) and (c): Do not arise.

(d) No, Sir.

(e) Does not arise.

Import of Diesel Locomotives

- {
 Shri D. C. Sharma:
 Shri Tridib Kumar Chaudhura:
 Shri Raghunath Singh:
 Shri M. N. Swamy:
 *347. {
 Shri Daji:
 Shri M. K. Kumaran:
 Shri Yashpal Singh:
 Shrimati Maimoona Sultan:
 Shri Bibhuti Mishra:

Will the Minister of Railways be pleased to state:

(a) whether it is proposed to send a delegation to Czechoslovakia to negotiate the import of diesel engines; and

(b) if so, the details thereof?

The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan): (a) No Sir.

(b) Does not arise.

Taxis and Auto Rickshaws in Delhi

*348. **Shri Raghunath Singh:** Will the Minister of Transport and Communications be pleased to state whether the proposal to increase the number of taxis and two seater auto rickshaws in Delhi or New Delhi is being implemented?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): The matter is under the consideration of the Delhi Administration.

Telephone Rates

- *349. {
 Dr. L. M. Singhvi:
 Shri Basumatari:

Will the Minister of Transport and Communications be pleased to state:

(a) whether there is a move to reconsider and revise the telephone rates, particularly with a view to enhance charges for hire and local calls in the near future; and

(b) if so, the reasons necessitating such a move?

The Deputy Minister in the Ministry of Transport and Communications (Shri Bhagavati): (a) No.

(b) Does not arise.

Royal Nepal Airlines Dakota

*350. } **Shri P. C. Borooah:**
 } **Shri Bagri:**

Will the Minister of Transport and Communications be pleased to state:

(a) whether a Royal Nepal Airlines Dakota with six and a crew of four was missing in the area around Gorakhpur and the Nepal Terai on the 1st August, 1962;

(b) if so, when and where it was found and in what condition; and

(c) what help was rendered by Government to trace the missing Dakota?

The Deputy Ministry in the Ministry of Transport and Communications (Shri Mohiuddin): (a) to (c): I lay a statement on the Table of the House giving the requisite information.

STATEMENT

A Dakota of the Royal Nepal Airlines with six passengers on board and a crew of 4, on a scheduled service from Kathmandu to Delhi, was reported missing at 1530 hours IST on the 1st August, 1962. After extensive aerial and ground search by the Indian as well as Nepalese authorities its wreckage has been located on 9th August, 1962 near Dhorpatan in Nepal.

The estimated time of arrival at the Safdarjung Airport was intimated to be 1530 IST. When the aircraft did not land, SOS signals were sent out by the Delhi Area Control Centre to a number of aerodromes within Delhi Flight Information Region. The Chief Commissioner and D.I.G. Police, Delhi and District Magistrates, Bareilly and

Gorakhpur were contacted on phone to alert all concerned to intimate if there was any trace of the missing Dakota. The Indian Embassy at Kathmandu were also contacted by radio telephone.

A number of aircraft of the Indian Airlines Corporation, Ministry of Defence, Royal Nepal Airlines Corporation and U.S. Embassy were engaged in the aerial search. Some Helicopters were also utilised. In addition to the aerial search of the missing Dakota intensive ground search was also conducted by the Police, Railways and Army authorities.

टेलीफोन डायरेक्ट्री

*३५१. श्री रामेश्वरानन्द : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि टेलीफोन डायरेक्ट्री केवल अंग्रेजी भाषा में ही छापी जाती है;

(ख) यदि हां, तो इसको हिन्दी में छापने की योजना किस कारण से नहीं है; और

(ग) यदि हिन्दी में भी छापने की कोई योजना है तो वह कब तक कार्यान्वित हो जायेगी ?

परिवहन तथा संचार मंत्रालय में उप-मंत्री (श्री भगवती) : (क) जी नहीं ।

(ख) प्रश्न ही नहीं उठता ।

(ग) जहां कहीं भी उनकी मांग होती है टेलीफोन निदेशिकाओं को हिन्दी और प्रादेशिक भाषाओं में भी प्रकाशित किया जाता है ।

Vanamahotsava

- *352. { Shri D. C. Sharma:
 { Shri M. L. Dwivedi:
 { Shri S. C. Samanta:
 { Shri Subodh Hansda:
 { Maharajkumar Vijaya
 { Ananda:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether the 13th Vanamahotsava observed this year has been a success;

(b) if so, the number of trees planted in Delhi and the number out of them which have been destroyed; and

(c) the steps that have been taken or are proposed to be taken to save the trees from stray cattle, natural calamities and unplanned felling in future?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) As plantation work is still in progress in different parts of the country, it is too early to estimate the extent of success of the 13th Vanamahotsava.

(b) So far 7,091 trees have been planted. Tree planting work is still in progress. The number of trees destroyed cannot be ascertained yet.

(c) The following steps are taken in this direction:

- (i) On roads, irrigation channels and tracks, trees are protected either by providing tree guards made of drums or tree guards made of bricks or masonry work;
- (ii) Trees are also protected by planting in pits surrounded by circular trenches;
- (iii) During the cold season trees are protected by providing grass covers and in hot season by providing adequate watering;

- (iv) Trees which are on the verge of falling are given proper support by providing sticks and where the trees bend on one side they are protected by providing ropes.

U.K.-India Liner Conference

*353. **Shri Raghunath Singh:** Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that U.K. and India Liner Conference was held; and

(b) if so, what will be the percentage of Indian shipping in the line?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). Discussions took place recently between the representatives of the Indian and British lines for arriving at an agreement on the future share of the respective lines in the pool quota in the India|U.K.|India trade. It has been agreed that subject to certain allied issues being settled satisfactorily the share of the Indian lines will be raised to 39.475 per cent. from 1st September, 1962 and 40.475 per cent from 1st January, 1963 and thereafter it will be increased on an annual escalation of 1 per cent to 48.475 per cent by 1st January, 1971, which will give Indian shipowners complete parity with the British shipowners. A formal agreement between the parties is expected to be signed shortly.

Private Air Companies

726. **Shri Sham Lal Saraf:** Will the Minister of Transport and Communications be pleased to state:

(a) the number of companies with their names which are engaged in civil aviation within the country at present;

(b) type of aircraft these companies use and operate on their prescribed routes; and

(c) whether these companies also use Cargo (CARGO) aeroplanes for carrying goods?

The Deputy Minister in the Ministry of Transport and Communications (Shri Mohiuddin): (a) Presumably the information is required in regard to the companies operating air transport services within the country. The position is that since the passing of the Air Corporations Act in 1953, scheduled air transport has been nationalised and domestic air services are being operated by the national carrier, viz. Indian Airlines Corporation. In addition, the following other companies hold permits for non-scheduled operations:

1. Air Survey Company of India Ltd.
2. Airways (India) Ltd.
3. Aviation Service.
4. Bharat Commerce and Industries Ltd.
5. Darbhanga Aviation.
6. Jamair Company (Private) Ltd.
7. Kalinga Airlines (Private) Ltd.

(b) Indian Airlines Corporation operate Dakota, Fokker Friendship, Skymaster and Viscount types of aircraft. The non-scheduled operators mainly operate Dakotas for charter flights. However, Air Survey Company of India Limited, Aviation Service and Darbhanga Aviation have Domine, Auster and Bonanza respectively. Air Survey Company of India Limited are engaged in a special type of work, viz. aerial survey, while Aviation Service mainly do crop-spraying work. Bharat Commerce and Industries Limited utilise their aircraft for the movement of their own executives.

(c) The aircraft of Airways (India), Darbhanga Aviation, Jamair Company and Kalinga Airlines as well as of Indian Airlines Corporation are being used both for passenger and cargo flights.

Wagons for Rice Mill Owners in Tanjore

727. Shri M. K. Kumaran: Will the Minister of Railways be pleased to state:

(a) whether the attention of Government has been drawn to the difficulties experienced by the Rice Mill Owners in Tanjore and consumers elsewhere due to short supply of wagons to move hulled rice from the mills; and

(b) if so, what steps have been taken to improve the position?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Yes. A representation has been received saying that the supply of wagons to the Rice Mills in Tanjore was inadequate.

(b) Loading of rice from Tanjore District during the period from January to May, 1962 was normal. However, there was drop in loading during June and July, 1962 due to concentration on loading of salt.

Southern Railway has been directed to step up the loading of rice.

Development of Fisheries

728. Shri Sarkar Murmu: Will the Minister of Food and Agriculture be pleased to state:

(a) the total amount provided to the Government of West Bengal for fisheries under Third Five Year Plan;

(b) whether the West Bengal Government asked for more sum from the Centre; and

(c) if so, whether the Central Government have considered to allocate more funds for West Bengal?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) Rs. 204.83 lakhs.

(b) No.

(c) Does not arise.

Train Accidents

729. { Shri Sarkar Murmu:
 Shri Prakash Vir Shastri:
 Shri Gulshan:
 Shri Buta Singh:
 Shri Tulsidas Jadhav:

Will the Minister of Railways be pleased to state:

(a) the number of train accidents occurred in 1962 uptodate;

(b) the causes of such accidents;

(c) the total loss of human lives and the other casualties incurred due to those accidents;

(d) in how many cases judicial enquiries have been made to probe into the causes of the accidents; and

(e) what were the findings of such enquiries?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) The number of train accidents for the period from January 1962 to July 1962 is given below:

Collisions and Derailments involving passenger trains	132
Collisions and Derailments involving other trains	693
Trains running into road traffic at level crossings	124
Fires in trains	151
Total	1,100

(b) Failure of Railway staff 436

Failure of other than Rly. Staff 110

Failure of Equipment:—

(a) Mechanical 83

(b) Track 28

(c) Electrical 18

Sabotage or tampering with track 8

Accidental 100

Causes could not be established 42

Cases *subjudice* or not yet finalised 275

(c) The casualties involved in these accidents were as under:—

Killed 180

Injured:—

Grievous 136

Minor 574

(d) and (e). In only one case viz. that of Dumraon accident, a judicial enquiry was ordered. The enquiry is in progress.

Telegraph Link between Bikaner—Hanumangarh

730. Shri Karni Singhji: Will the Minister of Transport and Communications be pleased to refer to the reply given to Unstarred Question No. 46 on the 14th March, 1962 and state whether a decision has since been taken to provide a direct telegraph link between Bikaner and Hanumangarh?

The Deputy Minister in the Ministry of Transport and Communications (Shri Bhagavati): Direct working between Bikaner and Hanumangarh has since been introduced.

Quarters for P&T Deptt., Bikaner

731. Shri Karni Singhji: Will the Minister of Transport and Communications be pleased to refer to the reply given to Unstarred Question No. 141 on the 19th March, 1962 and state whether land has since been made available for the construction of additional quarters for the staff of Posts and Telegraphs Department at Bikaner?

The Deputy Minister in the Ministry of Transport and Communications (Shri Bhagavati): No. Efforts are being made to secure a suitable site.

Development of Fisheries

732. Shri Dasaratha Deb: Will the Minister of Food and Agriculture be pleased to state:

(a) the total number of fishery tanks under the Tripura Administration and under the Tripura Territorial Council;

(b) the total amount of money spent for developing these fisheries during last 5 years ending in 1961; and

(c) the total amount of fish produced during the above period?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a). (i) Tripura Administration... 199 tanks.

(ii) Tripura Territorial Council..
Nil

(b) Rs. 10.02 lakhs.

(c) About 7,659 maunds.

Cooperative Societies, Tripura

733. { Shri Dasaratha Deb:
Shri Biren Dutta:

Will the Minister of Community Development, Panchayati Raj and Cooperation be pleased to state:

(a) the total number of cooperative societies in Tripura closed down year by year during the last five years ending in 1961, due to unsound financial condition;

(b) steps taken to revitalise societies, before they are closed down; and

(c) the number of societies thus revitalised during the same period?

The Deputy Minister in the Ministry of Community Development, Panchayati Raj and Cooperation (Shri Shyam Dhar Misra): (a) to (c). Information is being collected and will be laid on the Table of the House shortly.

Urban Water Supply Scheme in Tripura

734. Shri Dasaratha Deb: Will the Minister of Health be pleased to state:

(a) whether any scheme for Urban Water Supply have been included in the Third Five Year Plan of Tripura;

(b) if so, what are those schemes;

(c) whether any such schemes have been taken up for implementation; and

(d) if so, how far these schemes have been implemented?

The Minister of Health (Dr. Sushila Nayar): (a) and (b). Water Supply Schemes for Agartala Town and outlying Sub-Divisional Towns have been included in the Third Five Year Plan of Tripura.

(c) Yes.

(d) In so far as Agartala Water Supply is concerned, roughly about 75 per cent of the work has been completed. In regard to the Water Supply Scheme for the outlying Sub-Divisional Towns, the preliminary investigation and estimation work has been completed.

Platforms and Passenger Sheds on E. Railway

735. Shri Dinan Bhattacharya: Will the Minister of Railways be pleased to state:

(a) the stations in H. B. Chord Section of Eastern Railway which have no platforms and sheds for passengers; and

(b) what is Government's plan to construct platforms and passenger sheds at those stations

The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan): (a) All the twenty Stations on the Howrah-Burdwan Chord Section are provided with platforms—18 stations with high level and two with rail level.

The following eleven stations are not provided with shed over platforms:

Belanagar, Gobra, Begampur, Mirzapur-Bankipur, Balam-bati, Madhusudanpur, Porabazar, Hazigarh, Jhapandanga, Nabagram and Palla Road.

(b) It is proposed to provide high level platforms and covered passenger sheds at all stations on this suburban

section, starting with the platforms dealing with Peak traffic, the progress being dependent on the availability of funds.

Rural Drinking Water Schemes in Punjab

736. **Shri D. C. Sharma:** Will the Minister of Health be pleased to state:

(a) the amount of grant asked for by Punjab Government from the grant-in-aid sanctioned by the Centre for the approved Rural Drinking Water Schemes; and

(b) how much grant has been sanctioned for 1961-62 and 1962-63?

The Minister of Health (Dr. Sushila Nayar): (a) and (b). The Government of Punjab did not specifically ask for Central assistance for the implementation of Rural Drinking Water Supply Schemes during 1961-62. According to the existing procedure for the release of Central assistance to the States, allotment of funds is not made scheme-wise but the amount is sanctioned only at the end of each year for broad groups or categories of schemes. Three fourth of the total Central assistance allocated for a financial year is, however, released in lump sum ways and means advances to the State Governments in nine equal instalments during the course of the year. In view of his position, the question of sanctioning assistance for individual schemes does not arise.

National Health Survey and Planning Committee

737. { **Shri D. C. Sharma:**
Shri P. R. Chakraverti:

Will the Minister of Health be pleased to state the fur-

ther steps taken to implement the main recommendations of the National Health Survey and Planning Committee concerning the Central Government?

The Minister of Health (Dr. Sushila Nayar): After examination of the recommendations of the Health Survey and Planning Committee certain tentative decisions have been taken. The State Governments and the other Central Ministries concerned have addressed where necessary. Some of the recommendations are still under scrutiny.

Supply of Foodgrains to Deficit States

738. { **Shri Subodh Hansda:**
Shri S. C. Samanta:
Shri B. K. Das:
Shri M. L. Dwivedi:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether there is any release of Central reserved food stocks to the deficit States in rice and wheat;

(b) if so, the total quantity released so far; and

(c) in which States it has been released?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) to (c). During the seven months from 1st January to 31st July, 1962, about 4.54 lakh metric tons of rice and 18.47 lakh metric tons of wheat were issued from Central stocks. A statement is attached showing State-wise distribution of these foodgrains.

STATEMENT

Statement showing quantities of rice and wheat issued from central stocks to various recipients during the period from 1st January to 31st July, 1962

(In '000 metric tons)

State Recipient	Rice	Wheat	Total
Andhra Pradesh	11·8	44·4	56·2
Assam	10·1	53·7	63·8
Bihar	17·9	245·5	263·4
Gujarat	18·3	76·6	94·9
Kerala	151·3	1·5	152·8
Madhya Pradesh	Neg.	39·3	39·3
Madras	31·7	128·5	160·2
Maharashtra	91·1	269·1	360·2
Mysore	7·7	41·1	48·8
Orissa	6·0	20·4	26·4
Punjab		87·7	87·7
Rajasthan		12·2	12·2
Uttar Pradesh		301·3	301·3
West Bengal	36·7	374·3	411·0
Delhi		104·9	104·9
Himachal Pradesh	Neg.	0·2	0·2
Jammu & Kashmir	7·5	6·8	14·3
Tripura	13·8	0·4	14·2
Andamans & Nicobar Islands	1·0	1·0	2·0
Laccadive & Mahe Islands etc.	1·1		1·1
Sikkim/Bhutan	4·0		4·0
Pandichery	0·2		0·2
Goa	5·0		5·0
NEFA, Naga Hills etc.	6·8		6·8
Defence Services	32·1	38·5	70·6
TOTAL	454·1	1,847·4	2,301·5

Brick Kilns in Delhi

739. { **Shri P. K. Deo:**
Shri Narendra Singh
Mahida:

Will the Minister of Health be pleased to state:

(a) whether brick kilns in Delhi have been allotted any area in the Greater Delhi Plan;

(b) if so, whether they are located in the green belt or in the industrial area; and

(c) if any space has been demarcated for the operation of brick kilns in Delhi after the operation of the Delhi Land Reform Act, Delhi Panchayat Raj Act, Delhi Development Act and Delhi Restriction of Land Uses Act? .

The Minister of Health (Dr. Sushila Nayar): (a) and (b). In the Master Plan for Delhi it has been recommended that the brick kilns should be located half a mile away from the urbanizable limits of 1981.

(c) There are no specific areas mentioned for brick kilns in the Land Use Plan. The Plan merely indicates a protective limit as mentioned in reply to parts (a) and (b) of the question above. In this connection it is pointed out that the provisions of the Delhi Development Act, 1957 and the Rules and Regulations made thereunder have effect notwithstanding anything inconsistent therewith contained in any other law excepting the Slum Areas (Improvement and Clearance) Act, 1956 and that after the coming into operation of any of the Plans in a zone, no person can use or can be permitted to use any land in that zone, otherwise than in conformity with such plan. The provisions of the Master Plan framed under the Delhi Development Act, 1957 are, therefore, supreme in this respect.

Movement of Coal on Sundays and Holidays

740. { **Shri B. K. Das:**
Shri Subodh Hansda:
Shri S. C. Samanta:
Shri M. L. Dwivedi:

Will the Minister of Railways be pleased to state:

(a) in what colliery areas the work of coal loading is being carried on during Sundays and holidays;

(b) whether any extra cost has to be incurred for such work; and

(c) what improvements in transport of coal have been effected due to such work?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Loading is done on Sundays and holidays in all colliery areas but the number of wagons loaded during Sundays and holidays is less than the number of wagons loaded on other week days particularly in the case of Korea-Rewa, Pench & Chanda Singareni and Talcher coalfields.

(b) Government is not aware of the details. Some collieries may have to pay over-time according to the Provisions of the Mines Act.

(c) There has been some improvement but there is room for greater improvement since the loading on Sundays and holidays is still less than the loading on other week days.

Cooperative Farming

741. { **Shri B. K. Das:**
Shri Subodh Hansda:
Shri S. C. Samanta:
Shri M. L. Dwivedi:

Will the Minister of Community Development, Panchayati Raj and Cooperation be pleased to state:

(a) which districts have so far been selected for pilot projects in co-

operative farming under the Third Five Year Plan;

(b) in which of them cooperative farming societies have been organised; and

(c) in how many of these societies there has been participation from Government in share capital?

The Deputy Minister in the Ministry of Community Development, Panchayati Raj and Cooperation (Shri Shyam Dhar Misra): (a) to (c). Statements I and II are laid on the Table of the House. [See Appendix I, annexure No. 75].

Bridges proposed by Kerala Government

742. Shri P. Kunhan: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 620 on the 3rd May, 1962 and state:

(a) whether work on all the seventeen over/under bridges proposed by the Kerala Government has started;

(b) if not, the reasons for the delay; and

(c) how many of these will be completed during the Third Five Year Plan period?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) to (c). Of the seventeen schemes for over/under bridges recommended by the Government of Kerala during the Third Five Year Plan, work on five bridges is already in progress and expected to be completed during the year 1962-63. Of the remaining 12 schemes, seven have been included in the Railway's Works Programmes for 1962-63 and 1963-64, as per the priority indicated by the State Government. The balance five schemes would be included in the Works Programme for subsequent years, if the State Government also provide necessary funds in their own budget for their portion of the work.

As a general policy, the Railway constructs the bridge proper and the State Government constructs the sloping approaches to the bridge. The completion of these bridges depends, therefore, on the State Government completing their portion of the work; and, as such, it is difficult to indicate at this stage the number of schemes that would actually be completed during the Third Plan period.

Minor Irrigation in Kerala

743. Shri P. Kunhan: Will the Minister of Food and Agriculture be pleased to state:

(a) the total acreage brought under minor irrigation in Kerala during the Second Five Year Plan;

(b) the total acreage stipulated to be brought under minor irrigation in Kerala during the Third Five Year Plan; and

(c) how many minor irrigation schemes have been carried out during the Second Plan period?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) 1.34 lakh acres.

(b) 1.92 lakh acres.

(c) Information is being collected and will be placed on the Table of the Sabha as soon as received.

National Projects Construction Corporation

744. { Shri Subodh Hansda:
Shri B. K. Das:
Shri S. C. Samanta:
Shri M. L. Dwivedi:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether the objectives of setting up of National Projects Construction Corporation by Government have been fulfilled;

(b) if so, in what way;

(c) whether it is a fact that several States have not participated in the

venture of National Projects Construction Corporation;

(d) which States have not participated; and

(e) the reasons therefor?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) Partly.

(b) The setting up of the Corporation has in itself served a useful purpose in that its very existence has created a psychological effect on the tendency of private contractors to quote high rates. The Corporation has been able to do quality work at reasonable cost.

(c) Some States have not participated in this venture.

(d) and (e). The following States, which have not so far participated in the venture, were recently requested to reconsider the matter:

1. Andhra Pradesh.
2. Gujarat.
3. Madras.
4. Mysore.
5. Maharashtra.
6. Orissa.
7. West Bengal.

While expressing their inability to participate at this stage due to financial stringency, the Government of Andhra Pradesh have promised to reconsider the matter at a future date when their financial position improves. The Government of Orissa have set up a similar Corporation of their own, viz. the Orissa Construction Corporation. The Government of Gujarat have recently agreed to participate and contribute a sum of five lakhs of rupees towards the share capital of the Corporation.

Replies are still awaited from the remaining State Governments.

सामुदायिक विकास

७४५. { श्री म० ला० द्विवेदी :
श्री स० चं० सामन्त :
श्री सुबोध हुंसवा :
श्री कोल्हा वेंकैया :

क्या सामुदायिक विकास, पंचायती राज और सहकार मंत्री यह बताने की कृपा करेंगे कि :

(क) सामुदायिक विकास मंत्रालय केन्द्र व राज्य तथा उसके आधीन सभी अधिकारी एवं कर्मचारी आदि के वेतन, भत्तों, परिवहन भत्तों, एवं अन्य तत्सम्बन्धी व्यय की वार्षिक धनराशि क्या है;

(ख) विकास खण्डों में विकास कार्य पर व्यय होने वाली सन १९६१-६२ की अनुमानित धनराशि क्या है;

(ग) प्रशासन व्यय (भाग क) और वास्तविक विकास कार्य (भाग ख) के अन्तर्गत व्यय के क्या अनुपात हैं; और

(घ) क्या तृतीय पंचवर्षीय योजना के प्रथम और द्वितीय वर्ष के कार्यों का मूल्यांकन सरकार ने कराया है और यदि हां, तो क्या उक्त मूल्यांकन का विवरण पटल पर रखा जायेगा ?

सामुदायिक विकास, पंचायती राज और सहकार मंत्रालय में उपमंत्री (श्री ब० सू० मूर्ति) : (क) १९६१-६२ में सामुदायिक विकास, पंचायती राज और सहकारिता मंत्रालय के सामुदायिक विकास और पंचायती राज विभाग के कर्मचारियों पर हूमा खर्च :—

र०

(१) सामुदायिक विकास और पंचायती राज विभाग,	२०.६० लाख
(२) विभाग के अधीन प्रशिक्षण केन्द्र/संस्थान	१३.२१ लाख

जोड़ ३४.११ लाख

(ख)

(१) ब्लाक बजट में मे
किया गया खर्च ३४.८१ करोड़

(२) दूसरे विकास
विभागों द्वारा किया
गया खर्च उपलब्ध नहीं है

(ग) खर्च का अनुपात बताने का कोई
अर्थ नहीं होगा क्योंकि इस में राज्य सरकारों के
कर्मचारियों को शामिल नहीं किया गया है
और न दूसरे विकास विभागों द्वारा ब्लाक
क्षेत्रों में किया गया खर्च ही उपलब्ध है।

(घ) सामुदायिक विकास विभाग की
१९६१-६२ की वार्षिक रिपोर्ट, जिसमें
हुई प्रगति का लेखा दिया गया है, लोक सभा
में पिछले बजट सत्र में बांटी गई थी।

Air Services to Kanpur

746. { Shri S. M. Banerjee:
Shri Krishna Deo Tripathi:

Will the Minister of Transport and
Communications be pleased to state:

(a) whether Kanpur is likely to be
brought on the air map of India; and

(b) if so, by when?

The Deputy Minister in the Minis-
try of Transport and Communications
(Shri Mohiuddin): (a) There is no
proposal at present to provide air
service to Kanpur.

(b) Does not arise.

Acreage under Pepper Cultivation

747. { Shri A. K. Gopalan:
Shri Imbichibava:

Will the Minister of Food and Agri-
culture be pleased to state:

(a) the additional acreage brought
under pepper cultivation during the
first and second year of the Third

Five Year Plan in Kerala, Mysore,
Assam, West Bengal and Maharashtra;

(b) the amount allocated during
Third Five Year Plan for this pur-
pose, State-wise;

(c) the amount set apart for first
and second years of the Third Five
Year Plan, State-wise; and

(d) how much of the amount has
been spent, State-wise?

The Minister of State in the Minis-
try of Food and Agriculture (Dr. Ram
Subhag Singh): (a) The additional
area reported to have been brought
under pepper during first and second
year of the Third Plan is as under:—

State	(Area in acres)	
	1961-62	1962-63
1. Kerala	439	24 so far
2. Mysore	1,437	315 "
3. Assam	Not reported	
4. West Bengal	Nil	Nil
2. Maharashtra	Nil	Nil

(b) In the Third Five Year Plan
the total allocation made for pepper
development including bringing addi-
tional acreage under pepper is as
under:—

State	(Rs in lakhs) Allocation
1. Kerala	24.95
2. Mysore	9.00
3. Assam	1.00
4. West Bengal	0.86
5. Maharashtra	No separate provision has been made. Provision for pepper cultivation is included in over- all provision for Rs. 146.50 lakhs made for Horticult- ure Development.

(c) The following amount has been
set apart for the purpose of bringing

additional acreage under pepper during 1961-62 and 1962-63:—

State	(Rs. in lakhs)	
	1961-62	1962-63
1. Kerala	1.00	0.75
2. Mysore	1.12	1.50
3. Assam	0.20	0.72
4. West Bengal	0.11	0.19
5. Maharashtra	Nil	Nil

(d) The following amount is reported to have been spent by the State Governments so far:—

State	Amount spent (Rs. in lakhs)
1. Kerala	0.92
2. Mysore	1.24
3. Assam	Not reported
4. West Bengal	Nil
5. Maharashtra	Nil

Manufacture of Spare Parts of Locomotives

748. { Dr. P. N. Khan:
Shri Subodh Hansda:
Shri S. C. Samanta:
Shri M. L. Dwivedi:

Will the Minister of Railways be pleased to state:

(a) whether there is any proposal to manufacture locomotive spare parts at Kalka;

(b) if so, whether a new workshop is to be put up there;

(c) what are the spares to be manufactured; and

(d) when it is expected to start production?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) to (d). A statement is laid on the Table of the House.

STATEMENT

The existing workshop at Kalka is proposed to be suitably expanded for the manufacture of railway compo-

nents. Besides locomotive spare parts, it is proposed to manufacture screw couplings, draw hooks, springs and track and signalling materials.

Preliminary work on the scheme has been taken up and steps are being taken to prepare a project report. While a start in production of certain components could be made in 1963-64 with existing facilities, the development of production can be expected only after execution of the expanded facilities based on the project report.

Leave Reserve Cadre

749. Shri Priya Gupta: Will the Minister of Railways be pleased to state:

(a) whether Government have asked the Railway Board to introduce 'Leave Reserve' Cadre in different categories of railway employees; and

(b) if so, what is the percentage of Leave Reserve categories in North Frontier Railway and North Eastern Railway?

The Deputy Minister in the Ministry of Railways (Shri Shahnawas Khan): (a) and (b). Presumably the intention is to know whether any decision has been taken by the Railway Board in regard to leave reserve percentages in different categories of staff. The percentages were laid down on the Railways as far back as 1951. These percentages apply uniformly on all the Railways. A statement indicating the percentages is laid on the Table of the House.

STATEMENT

Categories	Percentage
(i) Operating staff requiring replacement even for short periods for normal working Class III	16½ to 30
(ii) Do. Class IV	16½ to 30
(iii) Running staff of all grades	15 to 20
(iv) Commercial staff, Inspectorial or Supervisory staff and such staff of all Departments as require replacement even for short periods for smooth and efficient working	15 to 25

- (v) Class IV staff of Commercial and other Departments as require replacement even for short periods for smooth and efficient working . 15 to 25
- (vi) Office Clerks, workshop staff and such staff of all departments who need not be replaced for short periods—Class III & Skilled 12·5
- (vii) Class IV and Semi skilled 12·5
- (viii) Unskilled and other categories for whom substitutes can be engaged . 12·5

General Managers are authorised to fix the percentage required for each category for which minima and maxima have been specified above, after taking into account the local conditions.

Introduction of 'Pay Slips' for Railway Employees

750. Shri Priya Gupta: Will the Minister of Railways be pleased to state:

(a) whether Government propose to introduce 'Pay Slips' to their employees in different railways working under the Factories Act; and

(b) if so, whether these 'Pay Slips' would also show the details of wage deductions on different heads?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) In all important establishments governed by the Factories Act on different Railways, payment of wages is arranged under a system known as Box/Envelope system and the staff are provided with 'Pay Slips'. In the remaining establishments where generally the staff strength is less than 300 men, the system of open payment is in vogue. There is no proposal to change the existing procedure at present in vogue in the smaller establishments.

(b) In the establishments where the Box/Envelope system of payment obtains, the pay slips already show generally details of the wage deductions under different heads.

Railway Employees at Alipurduar and Siliguri Junctions

751. Shri Priya Gupta: Will the Minister of Railways be pleased to state:

(a) whether Government have abandoned the payment of special pay and bad climate allowance to railway employees in Alipurduar Junction and Siliguri Junction;

(b) if so, since when this was given effect to; and

(c) the reasons therefor?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): A statement is laid on the Table of the House. [See Appendix I, annexure No. 76].

बिहार की खाद्य स्थिति

७५२. श्री श्री नारायण दास : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) बिहार की मौजूदा खाद्य स्थिति कंसी है ;

(ख) क्या यह बात सच है कि अभी बिहार में उपलब्ध खाद्यान्नों से बिहार की मांग पूरी नहीं हो सकती;

(ग) क्या अन्न के अभाव में बहुत-सी सरकारी दुकानों में खाद्यान्नों का बिकना बन्द हो गया है;

(घ) क्या राज्य की सरकार ने केन्द्रीय सरकार से खाद्यान्न खरीदने का इरादा प्रकट किया है; और

(ङ) यदि हाँ, तो वह इस प्रकार कितने परिमाण में खाद्यान्न खरीदना चाहता है ?

खाद्य तथा कृषि मंत्रालय में उपमंत्री (श्री प्र० म० घामस) : (क) बिहार की मौजूदा खाद्य स्थिति संतोषजनक है ।

(ख) जी नहीं ।

(ग) राज्य सरकार में ऐसी कोई सूचना नहीं मिली है।

(घ) और (ङ). मार्च, १९६२ में फरवरी, १९६३ तक के लिये राज्य सरकार ने अपनी आवश्यकता तीन लाख मीट्रिक टन आंकी है। भारत सरकार न उनकी इस सारी मांग को पूरा करना मान लिया है।

वन महोत्सव

७५३. श्री प्रकाशबीर शास्त्री : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) इस बार वनमहोत्सव में कुल कितने वृक्ष लगाये गए और उन पर कितना व्यय हुआ ;

(ख) नये वृक्षों की सम्भावना के लिए भी क्या कुछ विशेष व्यवस्था की गई है ; और

(ग) वन महोत्सव सरकारी समारोह न रह कर जनता का त्यौहार बन जाये इस सम्बन्ध में भी सरकार कुछ सोच रही है ?

खाद्य तथा कृषि मंत्रालय में राज्य-मंत्री (डा० राम सुभग सिंह) : (क) वर्तमान वन महोत्सव के दौरान में लगाये गये वृक्षों की संख्या के सम्बन्ध में जानकारी अभी उपलब्ध नहीं है। यह जानकारी सभी राज्यों/संघ क्षेत्रों के समस्त स्थानों से इकट्ठी की जानी है और साधारणतया सम्बन्धित सरकारों द्वारा यह जानकारी एकत्रित करन और उसकी सूचना देन में लगभग एक वर्ष लग जाता है। आमतौर पर एं में अबसर्गों के लिए, केन्द्रीय सरकार प्रत्यक्ष रूप से कोई व्यय नहीं करती। हां, इस वर्ष प्रधान मंत्री न दिल्ली चिड़ियाघर में वृक्षारोपण का जो उद्घाटन किया उस पर २५०० रुपये खर्च हुए।

(ख) राज्यों/संघ क्षेत्रों और दूसरों को लिखते समय इस बात पर विशेष जोर दिया गया है कि लगाये गए वृक्षों की बाद में ठीक प्रकार देख रेख की जाये। इस विषय में उचित कदम उठाना उन का ही काम है।

(ग) वन महोत्सव को वृक्षों के एक त्यौहार के रूप में समाज के सभी वर्गों द्वारा मनाया जाता है। इस वर्ष इस उद्देश्य की पूर्ति के लिए निम्न कदम उठाये गये हैं : --

- (१) केन्द्रीय कृषि मंत्री ने मुख्य मन्त्रियों, राज्यों के वन, कृषि और मिर्चाई मन्त्रियों, संघ क्षेत्रों के मुख्य आयुक्तों, विश्व-विद्यालयों के उपकुलपतियों और राज्यों के कृषि निदेशकों को एक व्यक्तिगत अपील भेजी है जिस में वनमहोत्सव के अभिप्राय, महत्व और उसके मानने के ढंग पर बल दिया है।
- (२) केन्द्रीय कृषि मंत्री द्वारा एक रेडियो ब्राडकास्ट भाषण
- (३) प्रादेशिक भाषाओं में प्रचार पत्रों का वितरण ;
- (४) उत्सव की पृष्ठभूमि और दूसरी लाभप्रद जानकारी देने वाले किताबचों का प्रकाशन।
- (५) प्रत्येक वर्ष सब से अधिक वृक्ष लगाने और उनको जीवित रखने के सम्बन्ध में सब से अच्छा कार्य करने वालों को निम्न ४ राष्ट्रीय शील्ड दिये जाते हैं :--

सर्वश्रेष्ठ जिले को राजेन्द्र प्रसाद शील्ड

सर्वश्रेष्ठ गांव को जवाहर शील्ड

सर्वश्रेष्ठ संस्था को सरदार पटेल
शिल्ड

सर्वश्रेष्ठ विश्वविद्यालय को मन्त्री
शिल्ड

(६) जनता को दूधारोपण के लिए
बीज और पौदों का उदार
वितरण।

Difference in Fare Charged by Private Companies and Nationalised Railways

754. Shri P. C. Borooah: Will the Minister of Railways be pleased to state:

(a) whether there exists a difference between the rates of railway fares charged by the nationalised railways and those run by private companies, particularly in regard to the monthly railway passes issued to regular travellers;

(b) if so, the difference; and

(c) what steps are being taken to bring the fares charged by private railways to the level of the charges made by nationalised railways?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Yes.

(b) Generally, the bases of passenger fares over the company managed railways are higher. In regard to season ticket fares, while the charges on the Government Railways are based on 7 to 20 single journey fares, those on the company managed railways vary from 18 to 40 single journey fares.

(c) These private railways covering short mileages with relatively higher working expenses than of the much longer Government Railways and with limited traffic—in many cases in competition with road services—have necessarily to regulate their fares and freights in order to remain financially solvent as far as possible. It is not feasible, in the circumstances, to force the privately owned and privately managed railways to adopt the Indian Government Railway pattern of fares.

Walkout by Workers of Hindustan Shipyard

755. Shri Yallamanda Reddy: Will the Minister of Transport and Communications be pleased to state:

(a) whether all the members of the Staff Association of the Hindustan Shipyard, Visakhapatnam, Andhra Pradesh, staged a walkout on the 20th June, 1962; and

(b) if so, the reasons therefor?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Many of the members of the Staff Association of the Hindustan Shipyard staged a walk-out on the 22nd June, 1962 (Not on 20-6-1962).

(b) The Staff members alleged that the management had introduced certain new restrictions on tea and coffee timings etc., which was not a fact.

Thandava Reservoir in Andhra Pradesh

756. Shri Yallamanda Reddy: Will the Minister of Irrigation and Power be pleased to state:

(a) whether the Central Government have issued instructions to the Government of Andhra Pradesh to stop the work of Thandava Reservoir Scheme in Visakhapatnam District; and

(b) if so, the reasons therefor?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) Yes.

(b) According to the accepted procedure, work on a project can commence only after it has been examined by the Central Water & Power Commission and cleared by the Advisory Committee on Irrigation, Flood Control and Power Projects and approved by the Planning Commission. The comments of the Central Water and Power Commission on the Project Report were sent to the State Gov-

ernment in February, 1962 and their reply to the comments is still awaited. The project has not so far been cleared by the Advisory Committee.

Godavari Anicut in Andhra Pradesh

757. **Shri Yallamanda Reddy:** Will the Minister of Irrigation and Power be pleased to state:

(a) whether the Central Government have received the report of the scheme formulated by the Government of Andhra Pradesh for raising the shutters of the Godavari Anicut at Dhavaleswaram in East Godavari district; and

(b) if so, the action taken in this regard?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) Yes.

(b) The Central Water and Power Commission has advised that raising of the height of shutters would endanger the safety of the anicut.

Guntakal Canal

758. **Shri Yallamanda Reddy:** Will the Minister of Irrigation and Power be pleased to state:

(a) whether the Central Government have accepted the proposal of the Government of Andhra Pradesh, regarding Guntakal Canal as the part of Tungabhadra High Level Canal;

(b) if so, when; and

(c) if not, the reasons therefor?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) to (c). Guntakal Canal is included in the 2nd Stage of development of Tungabhadra High Level Canal which is not included in the Third Plan. Only Stage I of the project is included in the Third Plan. Approval of Stage II will be conveyed at appropriate time.

Production of Cotton

759. { **Shri Rameshwar Tantia:**
Shri Indrajit Gupta:
Shri P. C. Borooah:
Shri P. K. Deo:
Shri Hem Barua:
Shri Tridib Kumar
Chaudhuri:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether cotton crop was much less than was anticipated for this year;

(b) the reasons therefor; and

(c) the shortfall as also the expected consumption?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) Yes.

(b) The decrease in production was mainly due to the heavy late rainfall in the major cotton growing areas of Gujarat, Vidarbha and Madhya Pradesh and the delay in the commencement in the north-east monsoon which reduced the extent of sowings in the Southern States.

(c) The shortfall in production in 1961-62 was of the order of two lakh bales as compared to the average consumption of Indian cotton during the five years ending 1960-61 and of seven lakh bales as compared to the estimated requirements of Indian cotton by mills during 1961-62.

Kapily Valley Hydro-electric Project

760. { **Shri P. C. Borooah:**
Shri Yashpal Singh:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether the Kapily Valley Hydro-electric project has been finalised; and

(b) if so, the broad out-lines of the project?

The Minister of State in the Ministry of Irrigation and Power (Shri

Alagesan): (a) The project report has been finalised.

(b) The site of the project is about 7 miles south of Garampani. It envisages the construction of a 5,310 feet long earth and rock fill dam across the Kopili river just below its confluence with the Kharkar. A reservoir with a gross storage capacity of 1.02 million acre ft. will be formed by flanking the dam by 9 dykes. The stored water will be utilised for generation of power in two power stations. The first power station, with an initial generating capacity of 144 MW, will be located on the bank of the Umrong stream, and the second, with an initial capacity of 350 MW, on the bank of the Kopili river. The entire scheme is estimated to cost about Rs. 58.25 crores.

New Hospitals for Delhi

761. Shri P. C. Borooah: Will the Minister of Health be pleased to state:

(a) whether there is a proposal to set up twenty new hospitals under the Master Plan for Delhi; and

(b) if so, the sites proposed for these hospitals?

The Minister of Health (Dr. Sushila Nayar): (a) Yes.

(b) The sites proposed for the new hospitals under the Master Plan for Delhi are given below:—

Karol Bagh	1
Civil Lines	1
New Delhi	1
Shahdara	6
South Delhi	2
West Delhi	5
North West Delhi	4
Total	20

New Railway Lines in Assam

762. Shri P. C. Borooah: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the

Assam Government have been pressing for opening 3 new railway lines, viz., (i) Garo Hills-Pandu via Amjanga (ii) Morannat-Dibrugarh; and (iii) Jhaklabandha to Badulipara; and

(b) if so, what is Government's decision in this regard?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Yes.

(b) None of these proposals is included in Railway's programme of construction of new lines during the Third Five Year Plan.

Survey of Khetri-Chirawa Railway Line

763. Shri Morarka: Will the Minister of Railways be pleased to state:

(a) whether the survey work of the proposed Khetri Chirawa railway line has been completed;

(b) if so, the progress made so far; and

(c) when the construction work is likely to start?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) and (b). The field work has been completed and the Survey Report and Project Estimate are now in hand.

(c) As the Survey Report and the Project Estimate have not been finalised and examined by the Railway Board, it is too early to say whether the construction will be sanctioned and when the work will start.

Training in Agriculture

764. Shri Dasaratha Deb: Will the Minister of Food and Agriculture be pleased to state:

(a) how many persons from Tripura have been given training since 1957 so far up to B.Sc. (in Agricultural subjects with Government expenses);

(b) how many persons are from peasant stock among those who received training; and

(c) what special care is being taken to recruit peasants' sons for this training?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) 19 since 1957-58.

(b) The records maintained do not provide this information.

(c) At the time of selection, care is taken, to give preference to belonging to Scheduled Castes and Scheduled Tribes and other backward communities subject to the candidates fulfilling the prescribed qualifications.

Locust Control

765. Shri Dasaratha Deb: Will the Minister of Food and Agriculture be pleased to state:

(a) whether an agreement was signed between the Government of India and the United Nations Food and Agriculture Organisation for conducting operational research on locust control in the Indo-Pakistan border area;

(b) the estimated expenditure which is likely to be incurred on this project in the current financial year;

(c) how this expenditure would be met; and

(d) when the scheme is expected to operate?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) Yes, Sir.

(b) and (c). According to the Agreement, the Government of India will have to bear the expenditure on account of petrol, oil and lubricant for the aeroplanes to be used by the operational Team, propulsion charges and maintenance of the ground transport and other miscellaneous facilities. The expenditure to be incurred thereon is estimated at Rs. 55,000 and

the same would be met out of the sanctioned budget grant of the Directorate of Plant Protection, Quarantine and Storage.

(d) The scheme is to operate with effect from the 12th August, 1962.

Theft of Telegraph Wire

766. Dr. L. M. Singhvi: Will the Minister of Transport and Communications be pleased to state:

(a) the total loss of telegraph wire on account of thefts during the year 1961-62; and

(b) the measures being taken to curtail these losses from such widespread pilferage?

The Deputy Minister in the Ministry of Transport and Communications (Shri B. Jagavati): (a) The total loss of telegraph wire on account of thefts during 1961-62 was 2,29,389 Kgms valued at Rs. 12,57,840/-.

(b) The question is essentially one of Law and Order. The thefts are brought to the notice of the respective States Governments and close liaison is being maintained by Circle authorities with State Police authorities to apprehend the culprits. In addition, the following steps have also been taken:—

- (1) Increase of liability to punishment for the offence.
- (2) Replacement of copper wire by copper weld wire in theft affected areas and
- (3) Replacement of overhead lines by underground cables on the main trunk routes.

Heart Disease

767. Shri K. N. Tiwary: Will the Minister of Health be pleased to state:

(a) whether it is a fact that the preliminary studies carried out in the Departments of Medicine and Pathology at S.N. Medical College, Agra.

have shown that gram can be effectively used in curing heart patients; and

(b) if so, the details thereof?

The Minister of Health (Dr. Sushila Nayar): (a) and (b). The workers in the department of Medicine and Pathology at S.N. Medical College, Agra, do not claim that gram can be effectively used in curing heart diseases. The association of high cholesterol level in blood in coronary thrombosis is well known. Preliminary experiments carried out in Agra on albino rats have shown that Bengal gram has a property of reducing the raised serum cholesterol level in experimental rats. These observations are being repeated in these laboratories and if confirmed will be utilised for experiments on human volunteers.

रेल फाटकों पर रेल दुर्घटनायें

७६८. श्री भक्त दर्शन :
श्री भगवत झा आजाब :

क्या रेलवे मंत्री २५ मई, १९६२ के तारांकित प्रश्न संख्या १०६४ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि रेलवे के लेवल क्रॉसिंगों पर दुर्घटनाओं की रोक-थाम करने के लिये जो कदम उठाये गये हैं उनमें स्थिति में क्या सुधार हुआ है ?

रेलवे मंत्रालय में उपमंत्री (श्री सै० बी० रामस्वामी) : मई, १९६२ से तीन महीने की अवधि में समपारों पर जो दुर्घटनाएँ हुई उनकी संख्या इस प्रकार है :-

मई, १९६२	२६
जून, १९६२	१३
जुलाई, १९६२	५

दिल्ली का चिड़ियाघर

७६९. श्री भक्त दर्शन : क्या खरू तथा कृषि मंत्री ७ जून, १९६२ के तारांकित प्रश्न संख्या १३४८ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या दिल्ली की जन्तुशाला में

जिस पशु चिकित्सक की नियुक्ति की जाने वाली थी, क्या उसने इस बीच अपना कार्यभार सम्भाल लिया है ; और

(ख) इस बीच उम जन्तुशाला के पशु-पक्षियों के रख-रखाव की व्यवस्था में सुधार करने के लिये और कौन-कौन-कौन-कौन कदम उठाये गये हैं ?

खरू तथा कृषि मंत्रालय में राज्य मंत्री

(डा० राम सुभाग सिंह) : (क) भ्रमी नहीं। केन्द्रीय लोक सेवा आयोग ने १४-३-६२ को इस पद के विषय में विज्ञापन दे दिया है। जब तक कि आयोग द्वारा इस पद के लिये कोई नियुक्ति नहीं हो जाती, पंजाब के पशु-चिकित्सक विभाग से एक पूर्णकालिक पशु-चिकित्सक की सहायता प्राप्त करने के लिये प्रयत्न किये जा रहे हैं।

(ख) एक दूसरे चिड़ियाघर रेंजर की नियुक्ति की गई है। पशु-पक्षियों की देख-रेख के लिये एक चिड़ियाघर रेंजर की पूर्णकालिक रूप से नियुक्ति की गई है और दूसरा रेंजर खाने और राशन की वितरण की देखभाल करता है। केन्द्रीय कृषि मंत्री और इस मंत्रालय के दूसरे अधिकारी समय-समय पर चिड़ियाघर का निरीक्षण करते रहते हैं। कृषि मंत्री के निजी निरीक्षणों के फलस्वरूप पशु-पक्षियों की देखभाल के लिये विभिन्न दिशाओं में सुधार किये जा रहे हैं, जिनमें पशु-पक्षियों को खाना देने का समय और उनकी बांटे जाने वाली खुराक की मात्रा और परिमाण भी शामिल हैं।

Contamination of Water at Okhala

770. { Shri D. C. Sharma:
Shri Mohammad Elias:

Will the Minister of Health be pleased to state:

(a) whether heavy rain and overflow of the Barapulla 'nallah' conta-

minated raw water at the Okhla water works during the first monsoon showers in June, 1962; and

(b) if so, the steps proposed to be taken to prevent such contamination in future?

The Minister of Health (Dr. Sushila Nayar): (a) No.

(b) In view of the above, the question does not arise.

Cure of Mental Illness by Music

771. Shri Raghunath Singh: Will the Minister of Health be pleased to state:

(a) whether Government are aware that in U.K. research to cure many types of mental illness by music has proved successful; and

(b) if so, the details thereof?

The Minister of Health (Dr. Sushila Nayar): (a) It is understood that in U.S.A. specially and in the U.K. also, research is being carried on regarding therapeutic value of music in the treatment of mental illness.

(b) Details of the research being carried out are not available with the Government of India.

Delhi Zoo

772. Shri Raghunath Singh: Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government have received complaints with serious allegations against some officials of Delhi Zoo for alleged misappropriation of Government funds and other malpractices; and

(b) if so, the details thereof?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) Yes, Sir.

(b) In recent month, some complaints containing serious allegations against some officials of the Delhi

Zoological Park were received. Two of them related to mis-appropriation of gate money. In one, prosecution has been launched against a Booking Clerk; in the other, departmental action has been instituted against a Booking Clerk, as recommended by the Special Police Establishment of the Ministry of Home Affairs. The remaining allegations, which are of a less serious nature, are being looked into.

बरुआ सागर, झांसी के सनीप जल-स्रोत

७७३. श्री रघुनाथ सिंह: क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि झांसी (उत्तर प्रदेश) स्थित बरुआ सागर के निकट जन-स्रोत में आश्चर्यजनक स्वास्थ्यवर्द्धक तत्व प्राप्त हुए हैं; और

(ख) यदि हां, तो उत्तम ब्यौर क्या है ?

स्वास्थ्य मंत्री (डा० सुशीला नायर):

(क) और (ख). उत्तर प्रदेश के झांसी जिले के बरुआ सागर किले के निकट एक सिंचाई वाले तालाब के पास स्थित एक साधु के आश्रम के पास एक छोटा सा स्रोत बहता बतलाया जाता है और कहा गया है कि इस स्रोत के पानी में लोगों का कुछ औषधीय तत्व प्राप्त हुए हैं।

Special Stamp for Indian Shipping

774. Shri Raghunath Singh: Will the Minister of Transport and Communications be pleased to state whether National Shipping Board has requested Government to issue stamps in commemoration of completing one million tonnage of Indian shipping?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): It is understood that at the meeting held on the 7th July, 1962 the National Shipping Board have decided to recommend to Government the issue of commemorative stamps on the attainment of one million tons of ship-

ping on the Indian Register. The Board's formal communication to Government in this regard is, however, still awaited.

Nitrogenous Fertilizers for Madras

775. **Shri Umanath:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether any representation has been received from the Government of Madras on their requirement of fertilisers and augmentation of the present allotment; and

(b) the reactions and decisions of the Central Government on the Madras Government's representation?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) No.

(b) Does not arise.

Chalakydy Bridge on National Highway No. 47

776. **Shri P. Kunhan:** Will the Minister of Transport and Communications be pleased to state:

(a) the amount allocated for the Chalakydy Bridge on National Highway No. 47;

(b) whether the work has already been taken up; and

(c) if so, when it is expected to be completed.

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) No amount has been allocated for the Chalakydy Bridge on National Highway No. 47 during the 3rd Plan. A decked railway bridge is at present available for road traffic.

(b) No, Sir.

(c) Does not arise at present.

Neendakara Bridge on National Highway No. 47

777. **Shri P. Kunhan:** Will the Minister of Transport and Communications be pleased to state:

(a) the amount allocated for the Neendakara Bridge on National Highway No. 47;

(b) whether the work has already been taken up; and

(c) if so, when it is expected to be completed?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Rs. 40 lakhs.

(b) No, Sir. The plans and estimates for the work have not so far been received from the State Government.

(c) The work is expected to be completed in about three years after its commencement.

Export of Fish Products

778. { **Shri A. K. Gopalan:**
 { **Shri Umanath:**
 { **Shri P. Kunhan:**

Will the Minister of Food and Agriculture be pleased to state:

(a) the total value of fish products exported from India during 1961-62;

(b) the target of export of fish products during the Third Five Year Plan period;

(c) whether it is a fact that all possibilities of exploitation in the Arabian sea have not been utilised; and

(d) if so, the steps taken to exhaust the possibilities?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) Total value of fish and fisheries products exported

from India during the year 1961-62 is Rs. 3,91,26,287/-.

(b) The target of export of fish products is Rs. 12 crores by the end of the Third Five Year Plan.

(c) and (d). There is still a considerable scope for exploiting the marine resources of the Arabian Sea. A number of schemes under the Third Plan such as Mechanisation of fishing craft, supply of new types of gear, pilot fishing, exploratory deep-sea fishing, oceanographic and biological research, etc. are directed towards increasing the catches of sea fish. Large scale exploitation of our marine fish resources by collaboration with foreign countries is also under consideration.

Agriculture Production

779. { Shri A. K. Gopalan:
Shri Umanath:
Shri P. Kunhan:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether any agency of the agricultural Department of the Government of the United States of America had undertaken any survey of prospects of agricultural production in India by 1975-76;

(b) if so, what is the agency and who bore the expenditure of the survey; and

(c) the main findings of the survey and the action taken thereon?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) to (c). The National Council of Applied Economic Research, New Delhi, undertook a study of the long term supply of and demand for selected agricultural commodities over the period 1960-61 to 1975-76; this study was sponsored by the Foreign Agricultural Service, Department of Agriculture of the U.S. Government. The findings of this survey have been published in March, 1962 in the form of a period report,

entitled "Long term projections of demand for and supply of selected agricultural commodities 1960-61 to 1975-76".

Fishing Trawlers

780. { Shri A. K. Gopalan:
Shri Umanath:
Shri P. Kunhan:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government propose to involve a project for manufacture of Big Fishing Trawlers;

(b) if so, what is the target proposed for the Third Five Year Plan;

(c) how Government propose to distribute them; and

(d) how many trawlers Government propose to allot to Kerala and by what time?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) No such proposal is under consideration.

(b) to (d). Does not arise.

दिल्ली के पास पास होटल व मोटल का निर्माण

{ श्री भक्त वरुण :
७८१. { श्री भगवत सा आजाद :
श्री दि० चं० शर्मा :

क्या परिवहन तथा संचार मंत्र २२ मई, १९६२ के तारकित प्रश्न संख्या ९१९ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि दिल्ली व नई दिल्ली के चारों ओर होटल व मोटल बनाने के बारे में अब तक क्या प्रगति हुई है ?

परिवहन तथा संचार मंत्रालय में नौबहन मंत्री (श्री राज बहादुर) : दिल्ली में होटल बनाने के प्रस्ताव कई पार्टियों से प्राप्त हुए हैं, परन्तु मास्टर प्लान के अन्तर्गत जो क्षेत्र

'व्यापारिक' क्षेत्र घोषित किये गये हैं उन में उचित जगह उपलब्ध न होने तथा रिहायशी क्षेत्रों में होटलों के निर्माण पर प्रतिबन्ध होने के कारण इन प्रस्तावों पर कार्यवाही नहीं की जा सकी। फिर भी पर्यटन विभाग की सिफारिशों के फलस्वरूप दिल्ली विकास अधिकारी तथा नगर योजना संगठन ने रिहायशी क्षेत्रों में होटल बनाने की अनुमति दे दी है, बशर्ते कि होटलों के साइज, डिजाइन और तेल क्षेत्र के अनुपात सम्बन्धी कुछ शर्तें पूरी कर दी जायें। इन विभिन्न अनुबन्धों को अन्तिम रूप दिया जा चुका है और दिल्ली विकास अधिकारी से एक औपचारिक पत्र की प्रतीक्षा की जा रही है। इस बीच दिल्ली और उसके चारों ओर होटल बनाने के सम्बन्ध में पर्यटन विभाग से बाधाएं करने वाली पार्टियों का सम्पर्क नगर योजना संगठन से स्थापित कर दिया गया है क्योंकि ऐसे प्रस्तावों की प्रारम्भिक जांच से इस संगठन का सम्बन्ध है।

रिहायशी क्षेत्रों में होटल निर्माण की नयी सुविधा के अलावा होटल उद्योग को राज्य वित्त निगम से ऋण लेने की सुविधा भी दी गई है। इस के अलावा होटल उद्योग को औद्योगिक वित्त निगम से ऋण लेने की सुविधा १९५८ से प्राप्त है। होटल उद्योग को सबसे महत्वपूर्ण प्रोत्साहन यह दिया गया है कि यदि नये होटल कुछ शर्तों को पूरा करें तो अप्रैल, १९६१ से उन्हें प्रथम पांच वर्षों तक आय-कर से छूट दे दी जायेगी। पर्यटन विभाग और सहायता भी देता है जिसमें जरूरी साज-सामान और रसद के आयात के लिये सिफारिशें भी शामिल हैं।

उष्णदेशीय अंतरिक्ष विज्ञान की राष्ट्रीय संस्था

७८२. श्री भक्त शर्मा : क्या परिसूचना तथा संचार मंत्री १४ मार्च, १९६२ के तारांकित प्रश्न संख्या २१ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि उष्णदेशीय अंतरिक्ष विज्ञान की राष्ट्रीय संस्था को स्थापित करने के बारे में इस बीच क्या प्रगति हुई है ?

परिसूचना तथा संचार मंत्रालय के उपमंत्री (श्री मोइजवीन) : इंस्टीट्यूट को कायम करने के लिये खास किस्म के साज-सामान, माहिरों और फेलोशिप को हासिल करने में मदद के लिये यूनाइटेड नेशन्स स्पेशल फंड के अधिकारियों से अनुरोध किया गया है। इंस्टीट्यूट को शुरू-शुरू में चलाने के लिए कुछ स्टाफ भी मंजूर किया गया है।

Agricultural Education and Research

783. { Shri Subodh Hansda:
Shri S. C. Samanta:

Will the Minister of Food and Agriculture be pleased to state:

(a) how long Government will take to consider the report of the Second Joint Indo-American team on Agricultural Education and Research;

(b) whether any recommendations have been accepted by Government; and

(c) what steps Government are taking to implement the recommendations and what are the financial implications thereof?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) to (c): The report is under active consideration of the Government. Steps are being taken to expedite decisions on the recommendations.

Food Production in Andhra Pradesh

784. Shri P. Venkatasubbalah: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that Central Government have promised to the Government of Andhra Pradesh to give additional financial assistance to the tune of about 7 crores of rupees during the Third Five Year Plan if there is additional production of about hundred thousand tons of foodgrains over and above the target of food production; and

(b) if so, whether similar assistance is proposed to be given to other States?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) An additional sum of Rs. 7 crores for raising the food production targets was agreed to be provided by Government of India on the condition that the State Government shall actually spend the entire allocation made in the Third Plan plus Rs. 3 crores their own share. In view, however, of the appreciably low tempo of expenditure during the first two years of the Plan, the State Government has since intimated that it will not be able to spend the present allocation in full by the end of the Third Plan period. As such the question of additional allocation by Government of India does not arise.

(b) The question of providing additional funds for minor irrigation schemes to various State Governments is at present under consideration and the State Governments will be addressed shortly to put up their proposals in the matter.

Conference of Agricultural Division

785. Shri M. K. Kumaran: Will the Minister of Food and Agriculture be pleased to state:

(a) whether a conference of the Agricultural Division of the United States Agency for International Development Mission to India was held at Bangalore in June, 1962; and

(b) if so, the main subjects discussed at the conference?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) Yes.

(d) The subjects discussed were of a purely "internal" nature and included administrative and programme problem, ways and means of improving the effectiveness of Indo-U.S. technical cooperation programmes in agriculture etc.

Timber Treating Plant in Jammu and Kashmir

786. Shri Raghunath Singh: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that Railway Board is establishing a timber treating plant at Kathua in Jammu and Kashmir State; and

(b) if so, the details thereof?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) and (b). There is a proposal to shift the existing Railway Sleeper Treatment Plant, from Dhilwan to Kathua.

Harnessing of Subarnarekha River

787. Shri G. Mohanty: Will the Minister of Irrigation and Power be pleased to state:

(a) whether there is any plan under investigation to harness the river Subarnarekha in Balasore District of Orissa to provide irrigation facilities and to control flood; and

(b) if so, the stage at which it rests at present?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesam): (a) Yes.

(b) Inter-State aspects of the scheme are being examined by the States of Orissa, Bihar and West Bengal.

Class IV Employees in Khurda Division of S. E. Railway

788. Shri G. Mohanty: Will the Minister of Railways be pleased to state:

(a) the number of class IV employees in Khurda Division of South Eastern Railway;

(b) the number of permanent residents of the Division among those employees; and

(c) the number of Scheduled Castes and Scheduled Tribes among them?

The Deputy Minister in the Ministry of Railways (Shri Shahnawas Khan): (a) 4622.

(b) 3875.

(c) Scheduled Castes...694.
Scheduled Tribes ...48.

Road Alignment in Badagara Municipality

789. { Shri A. V. Raghavan:
Shri A. K. Gopalan:

Will the Minister of Transport and Communications be pleased to state:

(a) whether the road alignment of the West Coast Road in the Badagara Municipality has been finally fixed;

(b) if so, when the work will be taken up; and

(c) the amount set apart for this in 1962-63?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes.

(b) The work will be taken up during the current financial year (1962-63). The preparation of the detailed estimate for the work which was delayed as a result of representations from land owners regarding the alignment of the road, is nearing completion.

(c) Rs. 1.00 lakh as against the total estimated cost of Rs. 3.20 lakhs for the entire work.

Flamingoes

790. { Shri A. K. Gopalan:
Shri A. V. Raghavan:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether a rare species of birds known as Flamingoes (P. Roses) are seen in Point Calimere in Tanjore during winter;

(b) what steps Government have taken to preserve this species; and

(c) who was responsible for discovering their presence in India?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) Yes, Sir.

(b) Steps have been taken by the Government of Madras to protect flamingoes and other birds under the Wild Birds and Animals Protection Act, 1912, by declaring the whole year as closed season for shooting these birds within the entire area comprising the taluqs of Nagapatinam and Thiruturaipoondi in Thanjavur district.

(c) Flamingoes have been known in India from very early times. References to published works on birds in India, show that they have been reported about as early as 1864. "The Birds of South India" by Lt. Col. Baker, Indian Army, and Chas. M. Inglis, contain references about these birds having been seen by Maj. E. S. Pythian-Adams in the year 1922. Their congregation at Point Calimere came to the notice of the State Government recently as a result of the survey of the incidence of wild life in the State in winter by the State Wild Life Officer.

Nagarjunasagar Project

791. **Shri Kolla Venkaiah:** Will the Minister of Irrigation and Power be pleased to state:

(a) the loan sanctioned and disbursed by the Central Government to Andhra Pradesh for the Nagarjunasagar Project;

(b) whether any interest is charged on the loan;

(c) whether the Government of Andhra Pradesh requested for removal of interest and for free loan; and

(d) if so, action taken thereon by the Central Government?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) Rs. 47.82 crores.

(b) Yes.

(c) No. The State Government has only proposed that the loans advanced to cover the interest charges should be free of interest.

(d) The proposal is under consideration in consultation with the Ministry of Finance and the Planning Commission.

Paediatric Services

792. Shri Kolla Venkalah: Will the Minister of Health be pleased to state:

(a) the assistance promised by the UNICEF for the development of Paediatric Services and training in 1963 in India;

(b) the medical colleges and hospitals to whom the assistance is to be allotted; and

(c) the amount allotted to each institution?

The Minister of Health (Dr. Sushila Nayar): (a) \$236,500.

(b) 24 Medical Colleges and associated hospitals attached to them will get UNICEF assistance. The list of medical colleges and hospitals has not yet been finalised.

(c) (i) 12 Medical Colleges will get full scale assistance at the rate of \$9000 each.

(ii) 6 Medical Colleges will get supplementary assistance at the rate of \$6000 each; and

(iii) 6 Medical Colleges will get first stage assistance at the rate of \$7000 each.

Loktak Lake in Manipur

793. Shri Rishang Keishing: Will the Minister of Food and Agriculture be pleased to state:

(a) whether a scheme to eradicate the water hyacinth from the Loktak lake in Manipur is going to be taken up during the current year;

(b) the quantity of weedicide required for the scheme; and

(c) the time required to complete the scheme to eradicate water hyacinth from the Loktak lake?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) Yes, subject to the timely availability of the weedicide.

(b) 1,12,000 litres (approximately).

(c) The initial air spraying which is expected to clear 90 p.c. of the affected area will take about a month. For clearance of the rest and prevention of reinfestation, mopping up operations will have to continue till the end of the Third Plan.

Manipur State Transport

794. Shri Rishang Keishing: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that the Manipur State Transport is going to purchase 20 Bedford Trucks through B. B. Company and whether these trucks are suitable for Manipur; and

(b) reasons for not purchasing the trucks through the Director-General of Supply?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). We have no such information. Enquiry has been made from Manipur Administration. Further information will be placed on the Table of the Lok Sabha as early as possible.

Agricultural Production

795. Shri D. C. Sharma: Will the Minister of Food and Agriculture be pleased to state:

(a) whether a seminar to devise ways and means for improving agricultural production in the country was held at New Delhi in July this year; and

(b) if so, the decisions arrived at in the seminar?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram

Subhag Singh: (a) No Seminar to devise ways and means for improving agricultural production as such was held in July, 1962. But a Seminar on 'Farm Production Planning and Programming' sponsored jointly by the Directorate of Economics and Statistics, Ministry of Food and Agriculture and Indian Society of Agricultural Economics, was held at New Delhi from 23rd July to 2nd August, 1962. The Seminar discussed the various theoretical and practical aspects of farm planning and programming techniques and the factors inhibiting their wider use as an extension tool under Indian conditions. Data requirements and personnel competence required for undertaking farm planning and programming work were also discussed.

(b) No decisions were arrived at. However, the deliberations or the Seminar together with the papers presented are proposed to be published by the Indian Society of Agricultural Economics shortly.

C.H.S. Scheme

796. Shri Yashpal Singh: Will the Minister of Health be pleased to state:

(a) the amount spent under C.H.S. Scheme during the year 1961-62 and 1962-63 so far; and

(b) the number of patients who visited C.H.S. dispensaries during the same period dispensary-wise?

The Minister of Health (Dr. Sushila Nayar):

(a)	Rs.
1961-62	87,92,453
1962-63 (Upto June, 1962)	19,01,310.

(b) A statement is laid on the Table of the House. [See Appendix I, annexure No. 77].

Indian Council of Agricultural Research

797. Shri P. K. Deo: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that an appreciable portion of the research

funds of the Indian Council of Agricultural Research is being utilised for the appointment of staff at the headquarters of the Council;

(b) if so, whether the rules of the Council permit utilisation of research funds for appointment of administrative staff; and

(c) if not, what steps Government propose to take to stop this practice?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) No.

(b) Although there is a mention in the Government Resolutions relating to the setting up of the Council that the secretariat staff for the Council will be provided by Government, there is no restriction on the appointment of administrative staff on the research side in connection with the work of the various schemes undertaken by the Council.

(c) Does not arise.

Flood Control in Punjab

798. Shri P. C. Borooah: Will the Minister of Irrigation and Power be pleased to state:

(a) whether the Punjab Government have requested the Central Government to grant a loan of about Rs. 10 million to Punjab for flood control measures;

(b) if so, the Centre's decision thereon;

(c) whether some loan/grant for flood control measures has also been requested for by the Government of Assam; and

(d) if so, what is the Government's decision thereon?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a). Yes, the Government of Punjab had requested for an additional allocation of Rs. 115 lakhs as Central Loan Assistance for the Flood Control programme during 1961-62.

(b). The Working Group on Irrigation and Power who considered the Annual Plan proposals of the Government of Punjab for flood control during 1962-63 had recommended a provision of Rs. 269.50 lakhs as loan assistance to the State Government for that year. This amount is proposed to be allocated to the State Government. In view of this they were informed that no further allocation was possible.

(c). Yes. The Government of Assam had approached the Planning Commission for increasing the allocation for flood control during the Third Five Year Plan from Rs. 500 lakhs to Rs. 600 lakhs by suitable adjustment within the annual plan ceilings from year to year.

(d). The State Government have not submitted schemewise details and the Planning Commission have suggested to the State Government to work on the basis of the existing plan allocation pending any adjustments which may be agreed to at the time of annual plan discussions for 1963-64.

Yamuna Hydro-Electric Project

799. **Shri P. C. Boroah**: Will the Minister of Irrigation and Power be pleased to state:

(a) whether it is a fact that the Yamuna Hydro-Electric Project being executed in Dehra Dun is proposed to be linked with the Ganga-Sarda grid at Roorkee; and

(b) how far the project has progressed so far?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) Yes.

(b) 47.5 lakhs cft. of earth work has been done in the foundations of the Head Regulator and under-sluice bays of the Barrage. In the Head Regulator 1,24,000 cft. and in the Barrage 10,000 cft. of concrete has been laid in the abutments of the toe walls and pier foundations. The following progress has been made in the left guide bund:—

Earth work—21.30 lakh cft.

Cement concrete in foundations & blocks—1.65 lakh cft.

Boulder pitching—1.10 lakh cft.

Shingle laying—0.92 lakh cft.

About 571 lakh cft. of earth-work has been done in excavation for the power channel.

Excavation of power house pit No. 2 has been completed while that of pit No. 1 is in progress. The following quantities of concrete have been laid in erection and control bays:—

Base Concrete below floor—22,000 cft.

R.C.C. in erection bay—18,000 cft.
Concrete in control bay—81,000 cft.

Production and Distribution of Seeds

800. **Shri P. C. Boroah**: Will the Minister of Food and Agriculture be pleased to state:

(a) whether a piece of legislation has been prepared with the assistance of the F.A.O. by the Indian Council of Agricultural Research, to regulate production and distribution of seeds for agriculture in India;

(b) if so, the reasons that necessitate such legislation; and

(c) when the legislation is proposed to be brought before Parliament?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) to (c). No legislation has been prepared by the Indian Council of Agricultural Research with the assistance of the F.A.O. to regulate production and distribution of seeds in India. A model law was, however, drafted by Dr. Carter of T.C.M. A Committee has been set up by the Indian Council of Agricultural Research to study the existing laws on the subject and to draft a model bill for being adopted by different States of India with a view to ensure the production and distribution of quality seeds.

सतना रेलवे स्टेशन के पास पुल

८८१. { रा० स० तिबारी :
श्री बड़े :

५५। रेलवे मंत्री यह बताने की कृपा करेंगे कि:

(क) सतना स्टेशन के पास सतना शहर से पन्ना जाने वाली रोड के पास रेलवे क्रासिंग से बड़ी परेशानी हो रही है। क्या सरकार वहाँ रेलवे पुल बनाने की योजना को कार्यान्वित कर रही है;

(ख) यदि हाँ, तो यह पुल कब तक बन जायेगा; और

(ग) इस पुल के बनाने में कितनी घन-राशि अनुमानतः खर्च होगी ?

रेलवे मंत्रालय में उपमंत्री (श्री सै० बें० र स्वामी) : (क) जी हाँ, राज्य सरकार के परामर्श से इस समपार के बदले एक ऊपरी पुल बनाने की योजना अंतिम रूप से तैयार की जा रही है।

(ख) पुल की योजना और उस के खर्च का अनुमान राज्य सरकार को भेजे जा चुके हैं। राज्य सरकार का अनुमोदन मिलते ही यह काम शुरू कर दिया जायेगा।

(ग) ४.६३ लाख रुपये; जिस में से २.६० लाख रुपये राज्य सरकार के हिस्से की रकम है।

(iii) Kirat Pur Sahib.

(iv) Nangal Dam; and

(b) if so, the details thereof?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy):

(a) and (b). Yes. A statement showing the additional facilities proposed to be provided at these stations during the Third Five Year Plan period is laid on the Table of the House.

STATEMENT

Chandigarh:—(i) Provision of additional siding to handle inward traffic.

(ii) Provision of railway siding in industrial area.

Mukerian:—Provision of an additional loop of 1750' length.

Kiratpur Sahib:—Conversion from DK station to a crossing station.

Nangal Dam (i) Extension of goods shed and provision of a mineral siding.

(ii) Provision of three sorting spurs.

(iii) Signalling of line No 3.

(iv) Provision of a shunting neck.

(v) Provision of a siding 280' long for loading timber.

Telephone Exchange, Anandpur

803. **Shri Daljit Singh:** Will the Minister of Transport and Communications be pleased to state when the telephone exchange is proposed to be opened and completed at Anandpur Sahib (Punjab)?

The Deputy Minister in the Ministry of Transport and Communications (Shri Bhagavati): There is a Public Call Office with 6 extensions working from it. The proposal for opening of an exchange is under consideration.

Expansion of Stations in Punjab

802. **Shri Daljit Singh:** Will the Minister of Railways be pleased to state:

(a) whether there is any proposal to increase the line siding and capacities of the following stations of Punjab during the Third Five Year Plan period:

(i) Chandigarh.

(ii) Mukerian.

Railway Accidents

804. { Shri Gulshan:
 Shri Buta Singh:
 Shri M. K. Kumaran:
 Shri R. P. Singh:
 Shri Krishna Deo Tripathi:
 Dr. P. Srinivasan:

Will the Minister of Railways be pleased to state:

(a) the number of Railway accidents that took place during the year 1961; and

(b) how many Railway employees have been held responsible by the enquiry commissions set up to investigate these accidents?

The Deputy Minister for Railways (Shri S. V. Ramaswamy): (a) The number of train accidents during the year 1961 is shown below:—

Collisions and Derailments involving passenger trains	238
Collisions and Derailments involving other trains	1,331
Trains running into road traffic at level crossing	164
Fires in trains	281
Total	2,013

(b) These accident cases were enquired into either by departmental enquiry committees or by an Additional Commissioner of Railway Safety. In 1,791 cases which were finalised upto 31st March 1962 1,666 railway employees were held to blame.

Iron and Steel for Andhra

805. Shrimati Sangam Laxmi Bai: Will the Minister of Food and Agriculture be pleased to state:

(a) the total demand of iron and steel of Andhra Pradesh for agricultural purposes during 1959-60 and 1960-61; and

(b) the percentage of supply to the demand during the same period?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) and (b). The total demand of iron and steel of Andhra Pradesh for agricultural purposes during 1959-60 and 1960-61 and

the percentage of supply to the demand during the same period was as follows:—

Year	Demand in M/tonnes	Percentage of supply to the Demand
1959-60	15,241	6.89%
1960-61	25,589	4.94%

Programme for Coal Movement

806. Shri P. C. Borooah: Will the Minister of Railways be pleased to state:

(a) whether the railway authorities have drawn up a rationalisation programme for coal movement from Asansol and Mugma, and given effect to it from 1st August, 1962; and

(b) if so, the salient features of the programme?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy):

(a) Yes.

(b) In order to eliminate avoidable handling detentions in marshalling yards and thus maximise coal movement, the loading on Asansol and Mugma pilot sections has been rationalised in such a way that as large a number of through loads as possible is formed by the Pilot trains themselves. On down Asansol and Mugma II Pilots, on two consecutive days, allotments are given only for the up direction while on the third day, allotments are only for the down direction. In Down Asansol IB Pilot, on account of the different pattern of bulk allotments made by the Coal Controller, allotments for each direction are made on alternate days.

Shipping Space for Export of Coal Goods

807. Shri Warrior: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that Alleppey Chamber of Commerce had represented to Government regarding the

difficulties faced by exporters with regard to freight and space for shipping coir goods; and

(b) if so, what steps have been taken or are proposed to be taken thereon?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Government have received complaints from the exporters of Coir Mats and Mattings regarding high freight rates and lack of adequate shipping space from Cochin to U.K.—Continent.

(b) The question of reduction in freight rates was taken up with the Conference concerned but so far they have not agreed to make any reductions. The matter is being pursued.

The shipping difficulties had also been taken up with the Conference and they have since provided the necessary shipping space in July, 1962 to the satisfaction of the exporters.

Power from D. V. C.

808. Shri P. K. Deo: Will the Minister of Irrigation and Power be pleased to state:

(a) whether recently there was any talk between Bihar and West Bengal over distribution of power from the Damodar Valley Corporation; and

(b) if so, the result thereof?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) and (b). The question of distribution of power from the D. V. C. was discussed at a conference held at Calcutta on 23rd July, 1962, at which representatives of the Governments of India, West Bengal, Bihar and of D.V.C. were present. The conclusions reached at the meeting have already been given in the statement on the power situation in the Calcutta area, laid on the Table of the Sabha on 7th August, 1962.

Rectification of Crane Defect by Foreman of Lucknow Locoshed

809. Shri Raghunath Singh: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the Lucknow Locoshed foreman rectified a major defect in the crane which frequently used to go out of order, thus saving a huge amount of foreign exchange; and

(b) if so, the reward given to the foreman?

The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan):

(a) Yes Sir. The flexible shaft of a breakdown crane in Locoshed Lucknow got snapped. The Lucknow Shed Foreman was responsible for its replacement by a locally manufactured shaft. This resulted in saving considerable ineffective time of the very important crane and in the saving of foreign exchange of about Rs. 500.

(b) An award of Rs. 200 to the foreman and Rs. 100 to the fitter who assisted him has been sanctioned by the General Manager, Northern Railway.

Gravitation Canals

810. Shri Sivamurthi Swamy: Will the Minister of Irrigation and Power be pleased to state:

(a) how many gravitation canals have been included in the Third Five Year Plan without constructing the dams across rivers;

(b) whether any such canals were constructed during the First and Second Five Year Plan periods;

(c) whether any survey or investigation has been conducted so far along the bank of big rivers or big nullahs where such gravitation canals will be successfully constructed to irrigate the land; and

(d) whether it has come to the notice of Government that beyond 50 miles away from Tungabhadra Dam back-side anywhere gravitation canal

can be constructed without any obstructing wall to flow of water towards reservoir?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) to (d). The information is being collected from the States and will be placed on the Table of the House.

डाक एवं तार विभाग का बकाया

८११. श्री बडे : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) डाक एवं तार विभाग का पांच वर्ष का पुराना बकाया किस-किस से कितना-कितना लेना है; और

(ख) वसूली न होने के क्या कारण हैं ?

परिवहन तथा संचार मंत्रालय उपमंत्री (श्री भगवती) : (क) १ जून, १९६२ को ११०८८ पार्टियों पर पांच वर्ष से भी अधिक से ३१ मार्च, १९५७ को जारी किये गये टेलीफोन बिलों की १९,४०,२६९ रु० की रकम बकाया है।

(ख) कानूनी कार्यवाही करने के सम्बन्ध में सम्बन्धित पार्टियों का पता लगाने के लिये कुछ मामलों की पुलिस अधिकारियों से और

उनकी अधिक क्षमता सुनिश्चित करने के लिये राजस्व अधिकारियों से लिखा पढ़ी चल रही है। कुछ मामलों को सरकारी वकीलों को पहले ही सौंपा जा चुका है। और कुछेक मामलों का सरकारी लिक्विडेटर्स, सरकारी अभिहस्ताब कितों (एसाइनीज) तथा भ्रवालतों द्वारा फसल होना बाकी है। कुछ बकाया रकम भूतपूर्व देशी राज्यों की टेलीफोन प्रणालियों की है, जिन्हें कि डाकातार विभाग ने ले लिया है, जो पूरे और ठीक-ठीक रिकार्ड न होने के कारण उन बारे में कोई समझौता नहीं हो सका है। जिस रकम को वसूल करना संभव नहीं है उसे बट्टेखाते में डाल कर समाप्त किया जा रहा है।

Doctors and Nurses in Tribal Areas

812. Shri Mohammed Tahir: Will the Minister of Health be pleased to state:

(a) whether doctors and nurses are employed to work in Scheduled and Tribal areas of the country;

(b) whether any special pay or allowances and facilities for education of the children of such doctors and nurses are provided; and

(c) if so, the details thereof?

The Minister of Health (Dr. Sushila Nayar): (a) Yes.

(b) and (c). The information is given below:—

Sl. State Government/Administration

Special pay or allowances and facilities for education of the children provided by the State Government/Administration to the Doctors and nurses employed to work in Scheduled and Tribal areas.

1 Maharashtra

So far no special pay or allowance is sanctioned to Medical Officers and Nurses. There are also no special facilities provided for education of the children of such doctors and nurses. Recently the control of such dispensaries has been transferred to Zila Parishads for better and smooth working.

2 West Bengal

Nil. (Doctors and nurses get pay and allowances according to their grade in their respective cadre, viz. West Bengal Health Service and West Bengal Nursing Ser-

1

2

3

3. Himachal Pradesh .

vice. No special arrangement for education of their children exists).

Special pay and allowances have been sanctioned for the employees posted in Kinnaur, Pangi, and Chamba Districts. Facilities for education of the children of doctors and nurses have also been provided by opening Primary, Middle and High Schools in these areas. Moreover, the matter in regard to the grant of suitable education allowance to the children of all the employees of the Pradesh including those posted in Scheduled and Tribal areas is also under the consideration of the Himachal Pradesh Administration.

4. Lacadive, Minicoy and Amindive Islands.

Special pay at 40% of basic pay to doctors and nurses and Rupees 150 to Doctors as non-practising allowance and Rs. 50/- per annum and Rs. 75/- per month to nurses as uniform and Messing allowances respectively. Education facilities are also made available.

5. Kerala

Nil.

6. Punjab

Nil.

7. Orissa

Nil.

8. Manipur

Nil.

9. Tripura

Nil.

Information in respect of the remaining States and Union Territories is not available.

New Disease in North Kanara

813. **Shri Nath Pai:** Will the Minister of Health be pleased to state:

(a) whether it is a fact that a large number of workers have been affected by a strange disease in Dandeli, the industrial town-ship in North Kanara;

(b) if so, how many workers were affected by this new disease; and

(c) steps taken by Government for the treatment of the affected workers?

The Minister of Health (Dr. Sushila Nayar): (a) and (b). Yes, there were persistent complaints of ill-health from the workers at the Electro Metallurgical Works, Dandeli, which was put into commission in May, 1957. Nine workers had to be laid off in 1958 and later paid compensation for total disability.

In September-October 1961 investigations were carried out, at the instance of the State Government, among 179 workers who were considered to be exposed to manganese fumes, or who complained of any symptom of ill-health. These investigations revealed that 62 of these workers gave symptoms of 'lassitude', respiratory symptoms, and neurological symptoms like, paraesthesia, somnolence, gait disturbance, speech disturbance, sexual disturbances and dyspnoea. Of these 62 workers, 13 showed symptoms and signs of manganese poisoning and were completely disabled; 30 showed symptoms and signs of manganese poisoning and were partially disabled; and the remaining 19 showed symptoms only of manganese poisoning.

Symptoms like asthenia and anorexia were common.

(c) The matter has been taken up by Government with the Employees State Insurance Corporation.

Weekly off for Labourers in Bombay Port

814. Shri Priya Gupta: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that the weekly off with payment to the shore labourers in Bombay Port has been withdrawn;

(b) if so, what are the reasons for this sudden withdrawal;

(c) whether it is also a fact that the workers led by the Transport and Dock Workers Union have threatened to go on strike if the same is not restored; and

(d) if so, steps taken by Government to meet the situation?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (d). Under the scheme for decasualisation of shore workers introduced in January, 1949 at Bombay port in agreement with the labour union concerned, no provision was made for a separate payment for the weekly off day as the daily wage was arrived at by dividing the relative monthly wage by 26 and, therefore, carried a built-in-payment for the weekly off day. Later in 1953, however, the Union demanded separate payment for the weekly off day under Rule 23 of the Minimum Wages (Central) Rules. The Trustees did not agree that such payment was legally due under Rule 23. The case went up to the Bombay High Court who ruled that the Port Trust were not liable under Rule 23 to make a separate payment for the Sunday off and that, in any case the daily wage already included an element of payment for the weekly off day.

Then Union continued to press its demand. In October, 1957 the demand was referred to a Tribunal for adjudication. The Tribunal also decided against the Union. The workers then

went in appeal to the Supreme Court. While the appeal was pending in the Supreme Court, Rule 23 of the Minimum Wages (Central) Rules was amended with effect from the 6th August, 1960. Under this amendment it was provided *inter alia* that where the daily wage was arrived at by dividing the monthly wage by 26, no separate payment for the weekly off day need be made.

On the 10th October, 1960 the Supreme Court ruled that, on a proper interpretation of Rule 23 as it stood before amendment, there was an obligation to make a separate payment for a weekly off day and that this obligation was not discharged by a constructive payment that might be made by fixing the daily wage at 1/26th of the monthly wage, as the rule required a separate payment to be made for the weekly off day in addition to whatever was paid on the working days. The Supreme Court took note of the amendment made to Rule 23 but stated that it would express no opinion as to what the position in law was after the amendment.

The Port Trust accordingly paid arrears on account of the payment for the weekly off day to the workers till the 6th August, 1960. The workers, however, pressed for payment for the weekly off day even after the 6th August, 1960. The matter was under consideration by the Port Trust when the Transport and Dock Workers Union threatened to call a strike any day after the 16th July, 1962 if the issue was not settled before that day.

At its meetings held on the 31st July, 1962 the Bombay Port Trust Board decided that the workers should continue to be paid wages for the weekly off day even after the amended rule came into force as the discontinuance of this payment was being looked upon by the workers as an abridgement of a long enjoyed benefit.

Boycott of Coal Vessels by Dock Workers, Bombay

815. Shri Priya Gupta: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that workers

boycotted the coal vessels recently in Bombay;

(b) how many ships carrying coal for railways were affected;

(c) what were the reasons of the workers boycotting these vessels; and

(d) whether the demands of the workmen were met?

The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan): (a) Yes; the Transport and Dock Workers Union boycotted vessels carrying loco coal from 4th to 7th July, 1962 without any previous notice or warning to the coal handling contractor.

(b) Two ships were affected.

(c) With the appointment of a new coal handling contractor, the Transport and Dock Workers' Union demanded that all labour engaged by the previous contractor for loading loco coal, should be employed by the new contractor even replacing his own permanent labour and that additional charges for mukadami should also be paid.

(d) Yes. The demands have been met in full.

Toll at Jammu and Kashmir Highway

816. Shri R. S. Pandey: Will the Minister of Transport and Communications be pleased to state:

(a) whether any toll has been collected by the Jammu & Kashmir State Government on Jammu and Kashmir National Highway;

(b) if so, the basis on which this has been collected; and

(c) whether the money so collected has been credited to the Central Government?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). The information is being collected and will be laid on the table of the Sabha in due course.

Durgapur Thermal Station

817. Shri Mohamad Elias: Will the Minister of Irrigation and Power be pleased to state:

(a) the present position of the Bokaro Fourth Unit and Durgapur

Thermal Power Station of the D.V.C. which were giving trouble;

(b) whether the plants have been taken over from the supplier;

(c) whether the plants were giving trouble;

(d) if so, on how many occasions the plants had been taken out of service and what were the reasons therefor;

(e) whether the plants are delivering full output as per the contract with the supplier; and

(f) if not, what steps have been taken or are proposed to be taken against the supplier for non-fulfilment of the contract?

The Minister of State in the Ministry of Irrigation & Power (Shri Alagesan): (a):—The Bokaro Fourth Unit which was out of commission since April, 1962, for major repairs, was put back into operation on 30th July, 1962.

Units I & II of the Durgapur Thermal Power Station were shut down on 24th July, 1962, due to an accidental fire. While Unit II was repaired and brought back into commission on the 29th July, 1962, Unit No. I continues to be out of commission. Some spare parts are being imported for Unit No. I. It is likely to take about two months for recommissioning this unit.

(b) and (c):—Yes.

(d):—Bokaro Fourth Unit: After taking over from the suppliers on 22nd December, 1961, the unit was shut down on eight occasions, for various reasons such as tripping of turbine for low vacuum, excessive vibration of turbine, replacement of the Governor, fire in coal feeder pipe, leakage in tube of bearing oil cooler, etc.

Durgapur Thermal Power Station:

Unit I: After taking over from the suppliers on 11th November, 1961, the unit was shut down on three occasions, on account of fault in the vacuum relay, leak in super-heater tubes and accidental fire.

Unit No. II. After taking over from the suppliers on 23rd February, 1962, the unit was shut down on two occasions, on account of leakage of the mixing valve of surface attemperator, and accidental fire.

(c) As a measure of precaution, the three units are run on nominal rating of 75 MW each. However, in the case of Bokaro (IV unit), it has, at present, been limited to 65 MW, pending adjustments and full rectification.

(f) Does not arise.

Uniform Tax on Motor Vehicles

818. Dr. L. M. Singhvi: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is proposed to introduce uniform tax on motor vehicles throughout the country; and

(b) if so, what steps are being taken in the matter?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b): The Government of India had been trying to persuade the State Governments to agree to—

(i) a ceiling on motor vehicles taxation at 75% of the prevailing rates in Madras State; and

(ii) consolidation of all the existing taxes (direct and indirect) on motor vehicles into one tax to be collected through a single agency.

2. Subsequently, in pursuance of a recommendation of the Transport Development Council made in March, 1960, it was decided that the question of fixing a ceiling on motor vehicles taxation need not be pursued, for the present.

3. As regards consolidation of taxes, the matter was discussed at the meetings of the Road and Inland Water Transport Advisory Committee and the Transport Development Council held in 1961. It was generally felt that the taxes on goods and passengers were not strictly taxes on vehicles and, therefore, their consolidation with the motor vehicles tax was not necessary. It was, however, agreed that there should be a single agency for the col-

lection of the motor vehicles tax and the taxes on passengers and goods carried in them. In regard to octroi duties, it was agreed that these should be abolished in the interests of development of road transport. The State Governments/Union Administrations concerned have, therefore, been requested to examine the manner in which the local bodies can be compensated for the consequent loss of revenue and the legislative measures, if any, required for this purpose, in consultation with those interested in the problem of local finance.

D. V. C. Canal

819. Shri Karjee: Will the Minister of Irrigation and Power be pleased to state:

(a) whether it is a fact that five square miles of arable land was over flooded due to a big crack on the left embankment of the main D. V. C. canal on the 19th July, 1962, near village Amirpur-Chitpur;

(b) what is the cause of the crack;

(c) whether it is a fact that water supply by that canal was started only on the 15th July, 1962;

(d) whether the embankment has been repaired; and

(e) whether any step has been taken to avoid such danger in future?

The Minister of State in the Ministry of Irrigation & power (Shri Alagesan):

(a) to (e): The information is being collected and will be laid on the Table of the House.

National Shipping Board

820. Shri Yashpal Singh: Will the Minister of Transport and Communications be pleased to state:

(a) whether a meeting of the National Shipping Board was held on the 8th July, 1962;

(b) if so, the decisions taken therein?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) A meeting of the National Shipping Board was held on the 7th July, 1962.

(b) It is understood that the main decisions taken by the Board at the meeting were as follows:—

(1) Adoption of the Annual Reports of the Board for the years 1960-61 and 1961-62 for submission to Government of India.

(2) Adoption of the Report of the Coastal Shipping Committee fixing a revised target of 3.45 lakhs GRT for coastal shipping for the Third Plan.

(3) Adoption of the Report of the Committee of the Board which examined the question of allocation of the financial provision in the Third Plan.

(4) Decision to represent to Government the need for spreading over of the development rebate over a period of five to six years.

(5) Decision to approach Government for the issue of commemorative stamps on Indian shipping attaining the figure of one million GRT.

Anti-Cholera Campaign in Delhi

821. { Shri Ram Ratan Gupta:
Shri Yashpal Singh:

Will the Minister of Health be pleased to state:

(a) the success achieved by anti-cholera campaign in Delhi this year; and

(b) the amount spent so far?

The Minister of Health (Dr. Sushila Nayar): (a) From 1st April, 1962 to the 31st July, 1962, there has been no case of cholera in Delhi.

(b) From 1st April, 1962 to 31st July, 1962, a sum of approximately Rs. 88,700 was spent on anti-cholera operations in Delhi.

Package Programme in Cachar District

822. Shri P. C. Borooh: Will the Minister of Food and Agriculture be pleased to state the progress made in regard to the implementation of the 1477 (Ai) LS-5.

Package Programme in Cachar District of Assam?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh). The approval of the Government of India to the implementation of the Intensive Agricultural District Programme in Cachar District, selected by the Government of Assam, was conveyed to them on the understanding that the programme would be launched in the field only after the cooperative structure, which is extremely weak in the district, had been sufficiently strengthened and other preparatory measures completed. This was followed by the visit of a Team, comprising the representatives of the Department of Agriculture and the Reserve Bank of India, in April, 1962 to study the existing status of the cooperative movement and suggest measures to strengthen it. The team has made a number of recommendations which the State Government have been asked to implement on a high priority basis and also undertake other preparatory measures such as appointment of additional staff, training of staff, organisation of a benchmark and assessment survey, establishment of a nucleus information unit for intensive educational drive and making adequate arrangements for stocking of supplies within easy reach of the farmers. After the preparatory work has been completed, which may take at least a year, the programme will be launched in the field.

Gas Turbine Plant at Namrup, Assam

823. Shri P. C. Borooh: Will the Minister of Irrigation and Power be pleased to state:

(a) whether an agreement for the supply of a complete gas turbine plant for installation at Namrup, Assam has been reached with the Westinghouse Electric International Company of New York;

(b) if so, at what cost the plant is to be imported and by what time; and

(c) what are the other terms of the agreement?

The Minister of State in the Ministry of Irrigation and Power (Shri Alagesan): (a) Yes.

(b) The FOB cost of the three units of 23 MW Gas turbines, including spares, is Rs. 3.05 crores. The first unit will be despatched in 7 months from the date of the order and thereafter the remaining two at two months' interval each.

(c) The main terms of the agreement are contained in the Statement laid on the Table of the House, [See Appendix I, annexure No. 78.]

खाद्यान्न के उत्पादन में वृद्धि

८२४. श्री किशन पटनायक : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या हीराकुद बांध से जलसंचन के फलस्वरूप अनाजों के उत्पादन में वृद्धि हुई है;

(ख) क्या इसका अनुसन्धान सरकार ने किया है ;

(ग) क्या ऐसे क्षेत्र में परती जमीन को कृषि योग्य बनाने के लिये कोई योजना है; और

(घ) यदि हां, तो कहां-कहां उसको कार्यान्वित किया जा रहा है ?

खाद्य तथा कृषि मंत्रालय में उपमंत्रो (श्री अ० म० थामस) : (क) से (घ) पूछी हुई जानकारी उड़ीसा सरकार से इकट्ठी की जा रही है और मिलने पर सभा की पटल पर रख दी जायेगी ।

Calcutta—Assam Freighter Service

825. **Shri P. C. Boroah:** Will the Minister of Transport and Communications be pleased to state:

(a) whether shortage of freighter aircrafts in causing huge accumulation of Second fresh tea in Assam waiting to be airlifted to Calcutta; and

(b) if so, what action is being taken by Government in the matter?

The Deputy Minister in the Ministry of Transport and Communications (Shri Mohiuddin): (a) and (b). The position regarding airlift of Second Fresh tea from Assam was stated to be apprehensive during May and June partly due to shortage of aircraft and partly due to weather conditions. Indian Airlines Corporation operated additional flights during last month and it is understood that the Indian Tea Association now consider the position satisfactory. The Booking Agents have no pending Tea Airlift commitment.

Shipping Space for Tea Exports

826. **Shri P. C. Boroah:** Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that sufficient shipping space has not been made available for tea exports from Cochin and that large quantities had accumulated in Cochin port in the last two weeks of July; and

(b) if so, what action has been taken to ease the situation?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes, Sir.

(b) Government took up the matter with the Malabar Coast/U.K.—Continent Conference and as a result shipping space as required by the Tea Trade was provided. The Tea Trade Association of Cochin has since informed Government that the conges-

tion in warehouses at Cochin has eased considerably with the increased shipping opportunities.

P.C.Os. in Punjab

827. Shri D. C. Sharma: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that due to shortage of new lines and wire materials, Public Telephone Call Offices could not be installed in many places in Punjab;

(b) if so, what steps Government are taking in the matter; and

(c) how long will it take to meet the shortage?

The Deputy Minister in the Ministry of Transport and Communications (Shri Bhagavati): (a) to (c). 24 Public Call Offices have been sanctioned and are pending installation. Some delay in supply of materials to work is occurring as the demand is increasing rapidly and resources are limited. Orders have been placed for posts and wire materials for these offices and the works are expected to be started during this year.

चर्चाई एवं पुरवा प्रपात रीवा से बिजली पंदा करना

828. श्री उडिया : क्या सिंचाई और विद्युत्त मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश स्थित रीवा जिले के अन्तर्गत चर्चाई एवं पुरवा प्रपात से पानी की बिजली निकालने का संवर्क्षण क्या पूरा हो गया है; और

(ख) यदि हां, तो इन का क्या व्यौरा है ?

सिंचाई तथा विद्युत्त मंत्रालय में राज्य मंत्री (श्री अलगसेन): (क) क्षेत्रीय कार्य पूरा हो गया है। परियोजना प्रतिवेदन को तैयार करने के लिये डाटा का अध्ययन किया जा

रहा है। और व्यौरा का पता अध्ययन के पूरा होने पर ही लगेगा।

आदिवासी और गैर आदिवासी क्षेत्रों में रेल संचार

829. श्री उडिया : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) भारतवर्ष के आदिवासी प्रधान और गैर-आदिवासी प्रधान क्षेत्रों में क्रमशः कितने मील रेलों के साधन हैं;

(ख) आदिवासी प्रधान इलाकों में रेल यातायात की सुविधा गैर-आदिवासी प्रधान इलाकों के मुकाबले में सुलभ कराने के हेतु उनके मंत्रालय की क्या योजना है ?

रेलवे मंत्रालय में उपमंत्री (श्री से० बे० रामस्वामी) : (क) देश में रेल संचार संबंधी सूचना राज्यों, डिवीजनों या जिलों आदि के अनुसार संकलित नहीं की जाती। इसका संकलन अलग-अलग रेलों के अनुसार किया जाता है। इसलिये जो सूचना मांगी गई है वह उपलब्ध नहीं है।

(ख) देश के विभिन्न भागों में रेलवे के विस्तार के सवाल पर औद्योगिक प्रयोजनाओं (Industrial Projects) की आवश्यकता, बन्दरगाहों की सुविधा के विस्तार, खनिज और प्राकृतिक साधनों के उपयोग, सामरिक महत्व और परिचालन की दूसरी आवश्यकताओं को ध्यान में रखकर विचार किया जाता है।

Autonomous Corporation for Railways

830. Shri Hem Barua: Will the Minister of Railways be pleased to state:

(a) whether the attention of Government has been drawn to a resolution unanimously adopted at the convention of the All India Railway-men's Federation urging Government to create an autonomous corporation to run the railways; and

(b) if so, the reaction of Government thereto?

The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan):
(a) Excepting for certain reports appearing in the Press, Government have not received any resolution passed by the All India Railwaymen's Federation at its Annual Convention at Udaipur.

(b) In view of reply to part (a) of the question, this does not arise.

Road Accidents in Delhi

831. { Shri P. C. Borooah:
Shri Daljit Singh:

Will the Minister of Transport and Communications be pleased to state:

(a) the number of road traffic accidents in Delhi and New Delhi during the last 3 months;

(b) how it compares with the number of such accidents during the preceding three quarters; and

(c) how many lives were involved in the accidents during the above mentioned period?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) 1812 (during May, June and July 1962).

(b) 1660, 1800 and 1680 road accidents occurred during the quarters ending October, 1961, January, 1962 and April, 1962 respectively.

(c) 62, during the period mentioned in (a) above.

Railway Accidents Enquiry Committee

832. { Shri P. C. Borooah:
Shri Kajrolkar:

Will the Minister of Railways be pleased to state:

(a) whether a preliminary report has been prepared by the two technical members of the Railway Accidents Enquiry Committee; and

(b) if so, what are the findings/recommendations contained in the report?

The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan): (a) No.

(b) Does not arise.

कानपुर—बम्बई राष्ट्रीय राजमार्ग

८३३. श्री रामसेवक : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कानपुर-बम्बई राष्ट्रीय राजमार्ग जो कात्पी उरई होकर निकलता है उसे चौड़ा करने की योजना बनाई जा रही है; और

(ख) यदि हां, तो सड़क की चौड़ाई कितनी होगी तथा उस चौड़ाई का आधार क्या होगा; और क्या यह सन् १९०१-०२ के बन्दोबस्त नक्शे पर आधारित होगा या इगका कोई दूसरा आधार होगा ?

परिवहन तथा संचार मंत्रालय में नौबहन मंत्री (श्री राज बहादुर): (क) जी. नहीं।

(ख) मवाल पैदा नहीं होता।

Road Bridge at Kalpi over Jamuna

834. Shri Ram Sewak: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that Government have sanctioned the construction of Road Bridge at Kalpi on River Jamuna;

(b) the funds allotted for this year;

(c) when the construction work is likely to start; and

(d) the time of its completion?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) It has been decided to provide a separate deck for road traffic on the existing railway bridge at Kalpi at the time the Railway authority take up the work of regirdering their bridge. The plans and estimates for this work are

being prepared by the Central Railway.

(b) Does not arise as the work has not been as yet sanctioned.

(c) The work will be started after the plans and estimates have been finalised.

(d) About the end of the Third Five Year Plan.

Bridge over River Pahooj

835. Shri Ram Sewak: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that Government propose to construct a Road Bridge on river Pahooj near Gopalpura or Nadigaon villages of Jalaun District of Uttar Pradesh with the collaboration of Uttar Pradesh and Madhya Pradesh Governments;

(b) if so, what amount will be spent over its construction; and

(c) what would be the contribution of both the State Governments and how much time will be taken to complete its construction?

The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). A scheme for the construction of a high level bridge over the river Pahooj near Nadigaon at an estimated cost of Rs. 1.50 lakhs is included in the proposals submitted by the Government of Uttar Pradesh for grants-in-aid for new road schemes of State roads of inter-State or economic importance in the current Five-Year Plan. These proposals are being examined.

Circular Railways for Bangalore City

836. Shri Kajrolkar: Will the Ministers of Railways be pleased to state:

(a) whether it is a fact that Government are considering a proposal for a circular railway for Bangalore City;

(b) if so, whether any blue print has been prepared; and

(c) what is the amount involved?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) No.

(b) and (c). Do not arise.

Burglary in Post Office at Ayyappankovil

837. Shri Ravindra Varma: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that Post Office at Ayyappankovil (Kerala) was broken into and burgled during June, 1962;

(b) if so, what is the estimated loss of money and postal property; and

(c) what steps Government have taken to reinforce the security of the post office at Ayyappankovil and similar places in the forest regions of Kerala?

The Deputy Minister in the Ministry of Transport and Communications (Shri Elhagavati): (a) Yes Sir.

(b) Rs. 3.21 nP. only.

(c) Ayyappankovil Post Office is an Extra Departmental Branch Office. Extra Departmental Branch Postmasters make their own arrangement for the safe custody of Govt. cash and valuables. Ayyappankovil Branch Post Office has been shifted to a safer locality. No special security measures, apart from normal police arrangements made by the State Government, are considered necessary for Post Offices in other similar places in the forest regions of Kerala.

लोहे के खम्भों और तार का हटाया जाना

८३८. श्री बड़ें : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या खंडवा से इंदौर तक रेलवे की जो मीटर गेज लाइन जाती है उस के

दोनों तरफ लोहे के खम्भे तथा लोहे के तार लगे हुए थे;

(ख) क्या गत दो साल से याने १९५९-६० और १९६०-६१ से यह तार और खम्भे हटा दिये गये हैं;

(ग) क्या बड़वाहा स्टेशन के पश्चिम साईड के यार्ड के तार तथा खम्भे हटाए गये; और

(घ) यदि हां, तो यह किस की आज्ञा से हटाये गये और क्यों ?

रेलवे मंत्रालय में उपमंत्री (श्री सै० डे० रामस्वामी) : (क) से (घ) जब शुरू शुरू में रेलवे लाइन बनायी जा रही थी उस समय रेलवे लाइनों के साथ साथ बाड़ लगायी गयी थी । लेकिन बाड़ के अधिकांश तारों की चोरी हो गयी और बाड़ बेकार हो गयी । सामान्य नीति के अनुसार केवल नीचे बताया गयी जगहों पर बाड़ लगाय जाती है और उस का अनुरक्षण किया जाता है ;

(१) समपारों के दोनों तरफ एक निश्चित दूरी में ;

(२) व्यस्त स्टेशन याडों के इर्द-गिर्द और उन के दोनों तरफ १०० फुट की दूरी में;

(३) म्युनिसिपैलिटी और नोटीफाइड एरिया की सीमाओं में ।

उपरोक्त स्थानों को छोड़ कर दूसरी जगहों में बिना तार के जो खम्भे मौजूद थे, उनमें से अधिकतर लड़ाई के दौरान उखाड़ दिये गये और बाकी इक्के दुक्के खम्भे भी रेलवे बोर्ड की हिदायत के अनुसार १९५९-६० और १९६०-६१ में उखाड़ दिये गये ।

डुमरांव रेल दुर्घटना

८३६. श्री बागड़ी : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) डुमरांव रेल-दुर्घटना से डाक व तार को हुए नुकसान की जांच-पड़ताल विभाग की ओर से कराई गई है; और

(ख) यदि हां, तो नुकसान का अन्दाजा क्या है ?

परिवहन तथा संचार मंत्रालय में उ० मंत्री (श्री भगवत) : (क) जी हां, जांच अभी तक जारी है ।

(ख) सूचना के उपलब्ध होने पर उसे सभा पटल पर रख दिया जायेगा ।

12.08 hrs.

CALLING ATTENTION TO MATTERS OF URGENT PUBLIC IMPORTANCE

(i) CLOSURE OF BRANCH OFFICE OF REHABILITATION AT CALCUTTA

Shri Dinen Bhattacharya (Serampore): Sir, under Rule 197, I beg to call the attention of the Minister of Works, Housing and Supply to the following matter of urgent public importance and I request that he may make a statement thereon:

"The closure of the Branch Office of Rehabilitation at Calcutta".

The Deputy Minister in the Ministry of Works, Housing and Supply (Shri P. S. Naskar): The Ministry of Relief and Rehabilitation was set up in September 1947 to deal with the problem of the displaced persons who migrated from West Pakistan to India and was later entrusted with the work of relief and rehabilitation also of the displaced persons who came to India from East Pakistan. While the movement from West Pakistan was in one spurt, in the Eastern region the influx took place in several spurts. In December 1954, the Headquarters of the Union Minister for Rehabilitation was moved from Delhi to Calcutta with a view to day to day attention being paid to the problem of relief and rehabilitation in the Eastern region.

From 1955 onwards, steps were taken to formulate schemes for effective and speedy rehabilitation of the refugee families. These schemes covered not only rehabilitation within the States of West Bengal, Assam and Tripura where migration took place, but also outside in other States and in the Dandakaranya area. Steps were also taken for the size of the problem to be determined in consultation with the State Governments concerned so that plans and programmes could be drawn up for the liquidation of the problem.

In December 1957, it was decided that migrants coming from East Pakistan to India after the 1st April, 1958 would not be eligible for any rehabilitation assistance and a system of priorities for migration certificates was introduced and the emphasis changed from relief to rehabilitation.

By the end of 1961, all relief camps in West Bengal had been closed. Relief camps in other States had been closed even earlier. The problem of relief has therefore been liquidated. Rehabilitation schemes drawn up by the Government of West Bengal for settlement of camp families within the State were sanctioned and the residuary problem assessed. The Dandakaranya scheme had got well under way and was functioning smoothly. The Government of West Bengal was adequately represented on the Dandakaranya Development Authority and the Authority had been vested with large powers to enable it to function effectively. Various items of work which the Ministry of Rehabilitation had been dealing all these years were transferred to the permanent Ministries concerned such as educational facilities to the Ministry of Education, medical facilities to the Ministry of Health, training schemes to the Ministry of Labour and Employment, industrial schemes to the Ministry of Commerce and Industry, maintenance of Homes to the Ministry of Education and all work in Tripura to the Ministry of Home Affairs.

With the finalisation of the assessment of the residuary problem in West Bengal and in other States, the size of the problem was determined and the requirements of funds was known. Thereafter, the implementation of schemes for the liquidation of the residuary problem is for the States and not for the Centre.

The emergency created in 1947 at the time of partition is over. The Ministry of Rehabilitation was in consequence closed. For the remaining work, a Department of Rehabilitation is now functioning under the Ministry of Works, Housing and Supply. Along with this change, the Headquarters of the Minister of Rehabilitation were transferred to Delhi in April 1962. There is no question, thereafter, of a Branch Secretariat of the Department of Rehabilitation continuing in Calcutta. Just as the other Ministries of the Government of India deal with the State Governments from New Delhi in respect of subjects with which they are concerned, the Department of Rehabilitation can also deal with the Government of West Bengal and other States from New Delhi. I have already assured the Chief Minister of West Bengal that in regard to the residuary work of rehabilitation in the State, there would be no interruption in the continuity of policy and direction. I also wish to assure the House that the closure of the Branch Secretariat at Calcutta, which is a logical sequel to the closure of the Ministry of Rehabilitation, will in no way affect the policy and programme of the rehabilitation of the partially rehabilitated persons in the State of West Bengal.

Shri Dinen Bhattacharya: May I know whether it is a fact that in the past there was a similar attempt on the part of the Ministry to close down the branch office of the Rehabilitation Ministry at Calcutta but being faced with the tremendous mass movement the Government had to abandon that idea? Now, it is again being closed down. I want to know how the Government propose to solve the residuary problems. The hon. Minister,

[Shri Dinen Bhattacharya]

during the budget discussion on the last occasion, gave a solemn assurance. How do they propose to solve the residuary problems after the closure of the branch office at Calcutta?

Mr. Speaker: He had already a supplementary prepared perhaps. Otherwise, the whole statement gives the answer to this very question.

Shri H. P. Chatterjee (Nabadwip): The residuary problem has not been solved. The Minister assured previously in solemn words that the residuary problem will be looked after by the Centre. It should not be, therefore, transferred to the West Bengal Government. They have not agreed to it, so far as my information goes. So, when there is still the residuary problem, when there is still so much suffering amongst the refugees, if it is admitted, why this closure of the branch in Calcutta?

Mr. Speaker: He has given a very detailed reply. The answer has been given that the Central Government has not abdicated its responsibility. It will continue to take those steps.

Shri H. P. Chatterjee: He assured previously that the Central Government will look after it. Now he says, the West Bengal Government will look after this. That is not possible.

The Minister of Works, Housing and Supply (Shri Mehr Chand Khanna): We have given two assurances. One I have given personally to the Chief Minister of West Bengal in writing that the continuity of the work shall be maintained and the policy that has been followed up till now shall be followed. The second assurance that we have given to the House is that as far as the partially rehabilitated problem is concerned, that shall be looked into and shall be dealt with.

Mr. Speaker: By the Centre itself?

Shri Mehr Chand Khanna: By the Centre itself and by the same Minister too.

CRACKER EXPLOSION NEAR RED FORT,
DELHI

श्री प्रकाशबीर शास्त्री (बिजनौर) :
अध्यक्ष महोदय, मैं नियम १६७ के अन्तर्गत गृह-कार्य मंत्री का ध्यान निम्न अतिमहत्वपूर्ण लोक महत्व के विषय की ओर आर्षाष्ट करता हूँ और चाहता हूँ कि वह इस सम्बन्ध में अपना वक्तव्य दे :—

“साल किले के पास हुआ विस्फोट”

The Minister of Home Affairs (Shri Lal Bahadur Shastri): A cracker exploded near the Lajpat Rai Market, P. S. Kotwali, at about 12.20 A.M. on the night between the 14th and the 15th August, 1962. Five persons received superficial and minor injuries.

श्री रामेश्वरानन्द (करनाल) : अध्यक्ष महोदय, मंत्री महोदय तो हिन्दी जानते हैं। वे हिन्दी में अपना वक्तव्य क्यों नहीं देते ?

अध्यक्ष महोदय : मैं उन को कह दूंगा कि बाद में इस को हिन्दी में भी समझा दें। माननीय सदस्य को किसी वक्त तो होमला रखना चाहिए।

Shri Lal Bahadur Shastri: The explosion was caused by a throw-down cracker containing some explosive mixture. The police staff present near the spot rounded up seven persons for investigation. Three of them were later on taken into formal custody on account of their suspicious conduct at the time of explosion. Their houses were searched also. The Kotwali Police has registered a case under section 6 of the Indian Explosives Act. The Special Staff which has been set up recently for the investigation of explosion cases has been entrusted with

the investigation of this case also. The Inspector of Explosives has been summoned from Agra to examine the remnants of the cracker and give his expert opinion on the subject.

१४ और १५ अगस्त की रात को १२ बज कर २० मिनट पर लाजपतराय मार्केट के निकट कोतवाली थाने के पास एक क्रेकर फटा। ५ आदमियों को बहुत मामूली सी चोट आई। कोई एक चीख, एक क्रेकर जिन में कुछ विस्फोटक पदार्थ थे वह फटा। पुलिस जो उस मौके पर मौजूद थी उसने ७ आदमियों को वहीं गिरफ्तार किया। उन में से तीन को हवालात में बंद कर लिया गया क्योंकि उनके चाल-चलन और उनके जवाबों में बहुत शक पाया गया। उन के मकान की भी तलाशा ली गई। इन तीन के खिलाफ कोतवाली पुलिस ने इंडियन एक्सप्लोसिव् ऐक्ट की धारा ६ के मातहत कार्यवाही की है। जो विशेष स्टाफ इस काम के लिए मुकर्रर किया गया है वह इस की जांच पड़ताल कर रहा है और उस के यह काम सुपुर्द किया गया है। विस्फोटक पदार्थों की जांच के जो इंस्पेक्टर हैं वह आगरे से बुलाये गये हैं और उन को जो सामान मिला है जांच के लिए दिया जायेगा और उन की जो ऐक्टपर्ट राय है वह मालूम की जायेगी।

श्री प्रकाशवीर शास्त्री : गृह मंत्री जी का ध्यान होगा कि फतेहपुरी को मस्जिद और लाल कुआँ पर जो विस्फोट हुए थे, उन के सम्बन्ध में एक प्रश्न के उत्तर में उन्होंने सदन को कहा था कि ऐसा कुछ संदेह अवश्य होता है कि इस में कुछ विदेशी तत्वों का भी हाथ है। अभी कल-परसों एक प्रश्न के उत्तर में उन्होंने यह भी कहा था कि हम विदेशी तत्वों की जानकारी लेने से पहले देशी तत्वों की जानकारी लेना चाहते हैं। लेकिन अभी कल-परसों लाल किले के पास जो घटना हुई है, उस समय स्वाधीनता-दिवस के सम्बन्ध में इतनी बड़ी संख्या में पुलिस तैनात थी कि जिन लोगों के द्वारा यह

घटना हुई, उनको बड़ी आसानी से पकड़ा जा सकता था। मैं यह जानना चाहता हूँ कि क्या ऐसा सम्भव नहीं है कि इस प्रकार की घटनाओं में पुलिस का भी कुछ हाथ हो। क्या सरकार ने इस बारे में जानकारी प्राप्त करने का प्रयत्न किया है कि पुलिस में इस प्रकार के तत्व काम कर रहे हैं ?

अध्यक्ष महोदय : तहकीकात करने के बाद इस का पता चलेगा।

श्री लाल बहादुर शास्त्री : यह बात तो मेरी समझ में नहीं आती कि पुलिस इस में क्यों दिलचस्पी लेगी और वह ऐसी कार्यवाही क्यों करेगी, क्योंकि एक तो बंस ही इनकी शिकायतें काफ़ी हैं और जब ऐसी कोई घटना घटती है, तो उनका समलोचना होती है। हाँ, अगर पुलिस खुद ही चाहे कि उसकी निन्दा हो, तो वह ऐसी कार्यवाही करेगी। सच बात तो यह है कि यों तो जांच पड़ताल के बाद इस का पता चलेगा, लेकिन इस बारे में मुझे पूरा शक है कि ऐसे कुछ लोगों के द्वारा, जो गवर्नमट के विरोधी हैं, जब हमारा कोई बड़ा उत्सव होने वाला होता है या हो जाता है, तब यह कार्यवाही की जाती है — कुछ लोग जान बूझकर ऐसी शरारत करते हैं या जब कोई साम्प्रदायिक बात होती है, उस मौके पर कुछ साम्प्रदायिक मत व लोग इस कार्यवाही को करते हैं। यह मेरी जैनरल, ग्राम राय है। जांच के बाद क्या बात निकलती है, वह बात और है।

मैं यह भी बतलाना चाहता हूँ कि मैंने सदन को कहा था कि अभी चार पांच ही रोज हुए कि जो स्पेशल स्टाफ, सुपरिन्टेंडेंट आफ पुलिस, बाहर से बुलाये गये, उन्होंने कुछ गिरफ्तारियाँ कीं और जहाँ क्रेकर बनते थे, वहाँ से उन लोगों को गिरफ्तार किया है। हमें आशा है कि उसकी वजह से

[श्री लाल बहादुर शास्त्री]

हमें उस मामले की काफ़ी जानकारी मिल सकीगी।

दूसरी बात यह है कि इस मौके पर भी लोग गिरफ्तार किये गये। जो लोग उस फ़ैकट को छोड़ रहे थे। वे लोग उस पब्लिक पकड़े गए थे। सात पकड़े गए थे, जिन में से तीन को खास तौर पर जांच - पड़ताल के लिये रखा गया है। मैं तो समझता हूँ कि इस बारे में आवश्यक कार्यवाही हो रही है।

श्री बागड़ी (हिसार) : दिल्ली में जो कि भारत का दिल है, बार-बार ये विस्फोट होते हैं। जब इन के बारे में कॉलिंग अटेंशन नोटिस इस सदन में आते हैं, तो एक ही बात कह दी जाती है कि जांच पड़ताल होगी। इसके अलावा कभी यह कहा जाता है कि इस में विदेशियों का हाथ है और कभी यह कह दिया जाता है कि देश में, जो लोग गवर्नमेंट के खिलाफ हैं, उन का हाथ है। लेकिन बाद में उसका कोई क्लैरिफिकेशन नहीं होता है। क्या गृह मंत्री साहब इस पर रोशनी डालेंगे और इस बात को दिलेरी के साथ कुबूल करेंगे कि दिल्ली में जितने भी विस्फोट हुए हैं, पुलिस उन की तह तक जाने में नाकामयाब हुई है? क्या गृह-मंत्री साहब का विचार उस नाकामयाबी का कामयाबी में बदलने के लिए कोई और अहम तरीके इस्तेमाल करने का है?

अध्यक्ष महोदय : इस का जवाब तो दे दिया गया है।

श्री लाल बहादुर शास्त्री : जवाब तो मैंने दे दिया है और उसको दोहराने की जरूरत नहीं है। माननीय सदस्य दूसरे देशों का जिक्र कर रहे हैं। मैं एक्सप्लोजन्स के सिलसिले में युनाइटेड स्टेट्स और इंग्लैंड की भी कुछ रिपोर्ट्स पढ़ रहा था। जैसे हमारे यहां कनाटा प्लेस है, बिल्कुल ऐसी जगहों

में वहां लगातार दस पन्द्रह बरस से एक्सप्लोजन हो रहे हैं और वे उसको नहीं पकड़ पाते हैं। उसकी वजह से मैं यह नहीं कहता कि हमने इस बारे में कार्यवाही नहीं करनी है, लेकिन, जैसा कि मैंने सदन को बताया, यह चीज ऐसी है कि चन्द लोग आते हैं, कहीं कोई पोटली रख देते हैं—रात के वक्त रख जाते हैं—और फिर वे चले जाते हैं। अगर कोई दूसरा आदमी उसको उठा लेता है या उसको छेड़ लेता है, तो उस पोटली में रखी बीज फट जाती है। सच बात यह है कि उसमें इन्टेन्जिंस की जरूरत है। यानी मौके पर पकड़-धकड़ की बात तो है, लेकिन अगर सी० आई० डी० ठीक तरीके से जांच करे—जो कि हम कर रहे हैं—तो मेरे ब्याल में उससे ज्यादा दूसरी कोई बात नहीं हो सकती।

मैं एक और निवेदन कर देना चाहता हूँ। पार्लियामेंट जरूर हमसे सवाल करे और बयान मांगें, लेकिन माननीय सदस्य कभी कभी शरारत करने वालों को प्रोत्साहन देते हैं, जब वे ऐसी घटनाओं की बहुत ज्यादा नोटिस लेते हैं। अगर बड़ी बात हो, तो ठीक है, लेकिन जो लोग छोटी शरारत करते हैं, उनका तो पच्चीस फी सदी काम हो गया, अगर जोरों से उसके बारे में अखबारों में छप जाये और पार्लियामेंट के सदस्य उस और ध्यान दें। उतनी तो उनकी शरारत बन आती है। लेकिन फिर भी मैं यह नहीं कहता कि माननीय सदस्य इसके बारे में सवाल न पूछें। लेकिन मुझे इतमीनान है कि हम इस बारे में आवश्यक कार्यवाही कर रहे हैं।

श्री बागड़ी : मैंने प्राइम मिनिस्टर साहब को एक चिट्ठी लिखी थी, जिसमें यह सजैशन दिया था कि कैसे ये विस्फोट पकड़े जा सकते हैं। गृह मंत्री साहब को भी वह मिली होगी। मैं यह जानना चाहता हूँ कि क्या उस पर विचार किया जायेगा।

अध्यक्ष मोहम्मद : आर्डर, आर्डर ।
दूसरा सवाल पूछने की इजाजत नहीं है ।

12.25 hrs.

PAPERS LAID ON THE TABLE

INDIAN TELEGRAPH (EIGHTH AMENDMENT) RULES

The Minister of Transport and Communications (Shri Jagjivan Ram): I beg to lay on the Table a copy of the Indian Telegraph (Eighth Amendment) Rules, 1962 published in Notification No. S.O. 2158 dated the 14th July, 1962, under sub-section (5) of section 7 of the Indian Telegraph Act, 1885. [Placed in Library, see No. LT-328/62]

REPORT OF SCHOOL HEALTH COMMITTEE

The Deputy Minister in the Ministry of Health (Dr. D. S. Raju): On behalf of Dr. Sushila Nayar, I beg to lay on the Table a copy of Report of the School Health Committee (Part I). [Placed in Library, See No. LT-320/62.]

12.26 hrs.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS
FIFTH REPORT

Shri Krishnamoorthy Rao (Shimoga): I beg to present the Fifth Report of the Committee on Private Members' Bills and Resolutions.

12.26½ hrs.

BUSINESS ADVISORY COMMITTEE
FOURTH REPORT

Shri Rane (Buldana): I beg to move:

"That this House agrees with the Fourth Report of the Business Advisory Committee presented to the House on the 14th August, 1962."

Shri S. M. Banerjee (Kanpur): According to the Order Paper, we are

going to take up a new motion at 3 p.m. The time allotted for the discussion on railway accidents is, I am told, five hours. So, I would like to know whether the discussion on that would continue for the whole day or will be postponed to some other day.

Mr. Speaker: He should raise it after we have adopted the motion.

The question is:

"That this House agrees with the Fourth Report of the Business Advisory Committee presented to the House on the 14th August, 1962."

The motion was adopted.

Shri S. M. Banerjee: According to the Order Paper for today, we will now take up further consideration of the Eleventh Report of the UPSC. At 3 p.m. we are going to take up the Report of the Commissioner for Linguistic Minorities. I am told that five hours have been allotted for the discussion on railway accidents. Does it mean that it will be continued tomorrow or some other day?

Mr. Speaker: It will be continued and it will be given the full time allotted to it.

Shri Surendranath Dwivedy (Kendrapara): We have accepted the allotment of five hours for the discussion on railway accidents. Since we are at present discussing the report of the UPSC and as we have to take up the Report of the Commissioner for Linguistic Minorities at 3 p.m. there will be hardly one and a half hours for the discussion on railway accidents today. In this connection I may submit that the discussion of the Report of the Commissioner for Linguistic Minorities is on a motion by a private Member, notice for which was given during the last session. Since then, the third Report of the Commissioner has been laid on the Table. I suggest that we may take up the two reports for discussion together later on.

Mr. Speaker: Then Members may object that they did not get advance notice.

Shri S. M. Banerjee: Will the motion fixed for 3 P.M. come today or tomorrow?

Mr. Speaker: Since it is fixed for a particular period, we must take it up at that time. After that, we will take up the other discussion.

Shri S. M. Banerjee: After the discussion on railway accidents, according to the Order Paper, there are Supplementary Demands for Grants.

Mr. Speaker: They are not likely to come up today.

12.28 hrs.

MOTION RE: REPORT OF UNION PUBLIC SERVICE COMMISSION—
Contd.

Mr. Speaker: The House will now take up further consideration of the motion moved by Shri Datar regarding the Eleventh Report of the Union Public Service Commission. Shri K. Pattanayak will continue his speech.

श्री कि० पटनायक (मन्त्रालय)

अध्यक्ष महोदय, यूनियन पब्लिक सर्विस कमीशन का निर्माण संविधान के द्वारा हुआ है और यह एक बहुत ही महत्वपूर्ण संस्था है। लेकिन गये सालों में पब्लिक सर्विस कमीशन के द्वारा ऐसा कुछ भी काम नहीं हुआ, जिससे कि इस देश के प्रशासन में कोई मौलिक परिवर्तन हो सके। जब ब्रिटिश जमाना था, अंग्रेजों की सरकार थी, उस समय अफसर लोग जिस किस्म के थे और वे जिस ढंग से शासन चलाते थे अभी भी आज़ाद हिन्दूस्तान के अफसर वैसे ही हैं और उम ढंग से ही काम चलाते हैं। जनता के साथ उनका सम्पर्क भी अभी वैसे ही है, जैसे कि अंग्रेज के जमाने में था। इसमें परिवर्तन लाना गृह मंत्रालय तथा पब्लिक सर्विस कमीशन दोनों की जिम्मेदारी होनी चाहिये थी। लेकिन इन दोनों के द्वारा अभी तक इस दिशा में कोई कदम नहीं उठाया गया है।

एक तो यह है कि संविधान का जो पार्ट १७ है आफिशल लैंग्वेज के बारे में उसको कार्यान्वित करने की कुछ जिम्मेदारी इस पब्लिक सर्विस कमीशन तथा गृह मंत्रालय को होनी चाहिये थी। लेकिन उस दिशा में तो अभी तक कुछ भी नहीं हुआ है। संविधान को ३४३, ३४४ और ३४५ जो धाराएँ हैं, उनकी अवहेलना देश में जितने अधिकारी हैं सबके द्वारा हो रही है प्रधान मंत्री से लेकर असैम्बलियों और पार्लियामेंट के स्पीकर द्वारा हो रही है। सभी इन धाराओं को शायद भूल ही गए हैं और शायद उन सबको पता नहीं है कि संविधान में ऐसी भी कोई प्राविजन है कि पंद्रह साल के बाद यह अंग्रेजी नहीं चलने वाली है और इसलिए देश को तैयार होना चाहिये, पार्लियामेंट में, असैम्बलियों में तथा दफ्तरों में ताकि उसके बाद दूसरी भाषा इसका स्थान ले। लेकिन इन अंग्रेजी के स्थान को बदलने के लिये अभी तक क्या हुआ है? अभी तक कुछ भी नहीं हुआ है और न ही इसके बारे में कोई चेष्टा ही की गई है और अब ऐसी चर्चा है कि एक संशोधन इसके बारे में पेश किया जाएगा। इस असफलता को छिपाने के लिये बार बार यह प्रश्न उठ रहा है कि संविधान का बदलना पड़ेगा और शायद गृह मंत्री इसके लिये एक संशोधन पेश करेंगे अगर ऐसा किया जाता है तो यह एक बहुत ही बुरी चीज होगी। जो जिम्मेदारी इनके ऊपर थी, उस जिम्मेदारी को वह नहीं निभा पाये हैं, उसको पूरा नहीं कर पाये हैं और अपनी उस अयोग्यता को छिपाने के लिये अगर वह संशोधन लाया जायेगा तो यह बहुत ही बुरी चीज होगी। इस सेशन में वह उसको लाने वाले थे लेकिन अभी तक नहीं लाए हैं और मेरा निवेदन यह है कि वह उसका कभी भी न लायें। यह एक खतरनाक कीज है कि १९४७ में आज़ाद होने के बाद से हम जितना आगे बढ़ रहे हैं, आज़ादी के मूल्य को हम उतना ही भूलते जा रहे हैं। अंग्रेजी का पहले जितना विरोध था यह विरोध अब मंत्रियों और अधिकारियों की तरफ से कम होता जा

रहा है। अब भी अगर माननीय गृह मंत्री जो सचमुच में इस संशोधन को लायेंगे तो इतिहास में, आजाद भारत के इतिहास में, उनका नाम गुलाम गृह मंत्री के रूप में ही रह जाएगा। इसलिए मेरा निवेदन है कि इस संशोधन को वह न लायें।

मैं यह भी कहना चाहता हूँ कि पब्लिक सर्विस कमिशन को यह भी देखना चाहिये कि जो अफसर आजाद हिन्दुस्तान में बनें उनकी चाल ढाल, उनका रंग ढंग वैसा न हो जैसा अंग्रेजों के जमाने में अफसरों का हुआ करता था। अभी उनमें कोई परिवर्तन आया हो, ऐसा दिखाई देता नहीं है।

आई० सी० एस० और आई० ए० एस० आफिसर्स में कोई फर्क नहीं आया है। जैसा वे पहले रहते थे, वैसा ही अब रहते हैं, जनता के साथ जैसा वे पहले व्यवहार करते थे, वैसा ही अब करते हैं। जो आई० ए० एस० आफिसर्स अब बन रहे हैं, वे भी वैसा ही जनता के साथ व्यवहार करते हैं, जैसे आई० सी० एस० करते हैं और उनकी तरह से ही उनका रहन सहन है। पब्लिक सर्विस कमिशन को जो एग्जामिनेशन होते हैं, जो टेस्ट्स होते हैं, उनको इस ढंग से बदलना चाहिये जिससे कि जो अफसर निकलें उनके चरित्र में कोई परिवर्तन दिखाई दे, जनता के साथ उनका सम्पर्क, उनका व्यवहार ठीक ढंग का हो।

इस सब के लिये यह बहुत जरूरी है कि पब्लिक सर्विस कमिशन के जितने एग्जामिनेशन होते हैं, जितने इम्तहान होते हैं, उन सब में से अंग्रेजी को हटा दिया जाए। अंग्रेजी के माध्यम से जो लोग इम्तहान पास करते हैं और आई० ए० एस० आफिसर्स बनते हैं, वे दफ्तरों में और सरकार के कामों में भी अंग्रेजी को कायम रखना चाहते हैं। कभी कहीं अगर सरकार की तरफ से कोई बिल पास भी करवा लिया जाता है कि अंग्रेजी के माध्यम से काम नहीं चलाना है बल्कि प्रान्तीय भाषा के माध्यम से या किसी अन्य भाषा के

माध्यम से चलाना है तब भी ये अफसर लोग ऐसी कोशिश करते हैं और उस कोशिश में कामयाब भी हो जाते हैं कि वह बिल या वह एक्ट कार्यान्वित न हो सके। ऐसा एक उदाहरण उड़ीसा में हुआ है। वहां पर जब श्री नवल कृष्ण चौधरी जी मुख्य मंत्री थे उस समय यह कानून पास हुआ था कि जितना भी सरकारी काम काज है वह उड़िया भाषा में चलेगा लेकिन चूंकि यह कानून जितने बड़े बड़े अफसर थे, आई० सी० एस० और आई० ए० एस० अफसर थे, उनके इंटरिस्ट के खिलाफ जाता था, इसलिये उन लोगों ने कोशिश करके इस कानून को बिल्कुल भी व्यवहार में नहीं चलने दिया। इसके नतीजे के तौर पर उस कानून को उड़ीसा में आज तक कार्यान्वित नहीं किया जा सका है।

इसी तरह से मैं यह भी चाहता हूँ कि अफसर लोगों का जो रहन सहन है उसमें भी तबदीली आनी चाहिये और इस काम में भी पब्लिक सर्विस कमिशन की कोई जिम्मेदारी होनी चाहिये। अभी पब्लिक सर्विस कमिशन के सामने जो कैंडीडेट्स इंटरव्यू के लिए जाते हैं, सब क सब नेकटाई पहन कर जाते हैं। नेकटाई न पहनना एक डिसक्वालिफिकेशन माना जाता है, कैंडीडेट्स के मन में ऐसी धारणा है। पब्लिक सर्विस कमिशन के मन में कोई ऐसी धारणा है या नहीं, यह मैं नहीं कह सकता हूँ। यह बात सही है कि हर वह कैंडीडेट जो पब्लिक सर्विस कमिशन के सामने इंटरव्यू के लिए जाता है नेकटाई लगा कर जाता है। नेकटाई की निन्दा तो प्रधान मंत्री जी भी करते हैं। प्रधान मंत्री साहब की इस बात का कोई मूल्य है या नहीं, देश में या पब्लिक सर्विस कमिशन में, मैं नहीं जानता हूँ। लेकिन यह बिल्कुल सही बात मैं कह रहा हूँ कि नेकटाई न पहनने से इंटरव्यू होता ही नहीं है। अंग्रेजी बोलना और नेकटाई लगाना, ये दो बहुत बड़े फैक्टर होते हैं जिन पर किसी कैंडीडेट को चुना जाता है। यह वही तरीका है जोकि ब्रिटिश जमाने

[श्री कि० पटनायक]

में चलता था। जो इस बन्दर-भाषा का ठीक तरह से उच्चारण कर सकता है और गला-लंगोट को ठीक तरह से बांध सकता है, उस का बहुत अच्छा इम्प्रेशन पब्लिक सर्विस कमिशन के ऊपर पड़ता है और अफसर बनने के लिये ये बहुत बड़े फँक्टर हो गये हैं। इस ढंग के टैस्ट्स से और इस ढंग की इंटरव्यूज में जो लोग चुने जायेंगे और अफसर बन कर जायेंगे, वे क्या जनता के साथ मिल जुल सकेंगे, जनता की सेवा कर सकेंगे, जनता के साथ ठीक तरह से बरताव कर सकेंगे? ऐसे अफसरों के पास न जनता जायेगी और

अध्यक्ष महोदय : आप एक तरह से पब्लिक सर्विस कमिशन पर कटाक्ष कर रहे हैं जो नहीं होना चाहिये। आप ने बहुत ज्यादा जोर दिया है कि पब्लिक सर्विस कमिशन नेकटाई को और अंग्रेजी भाषा को ही देखती है और बाकी किसी चीज को नहीं देखती। मुझे नहीं मालूम कि क्या आप नेकटाई के साथ सूट को भी शामिल करते हैं या धोती के साथ अगर नेकटाई लगी होगी तो उस को ही आप ठीक मान लेंगे। आप इस तरह की नुक्ताचीनी न करें कि पब्लिक सर्विस कमिशन के पास जो लोग टैस्ट के लिये जाते हैं, उन में वह कैंडीडेट्स की इन्हीं बातों को टैस्ट करती है। अगर आप ऐसी नुक्ताचीनी न करें तो बेहतर रहेगा। आप अंग्रेजी को कोसे चले जायें और जितना ज्यादा कोस सकते हैं, कोसे, मुझे कोई एतराज नहीं है। मगर आप पब्लिक सर्विस कमिशन के बारे में इस तरह की बातें न कहें।

श्री कि० पटनायक : मैं नुक्ताचीनी, जिस ढंग का अफसर लोगों का बरताव है, उसकी या जिस ढंग से वे चुने जाते हैं, उस को कर रहा हूँ और यह कह रहा हूँ कि इस ढंग से सिलेक्शन नहीं होना चाहिये। सिलेक्शन

में कुछ ऐसी गलतियाँ हैं कि हमारे अफसर लोग अच्छे नहीं बन पाते हैं, जन सेवक नहीं बन पाते हैं। मेरे कहने का प्रधान उद्देश्य यही है।

उस दिन किसी माननीय सदस्य ने कहा कि जो अफसर हैं, वे चरित्रवान होने चाहियें। चरित्र से उन का मतलब क्या था मैं नहीं जानता हूँ। मैं समझता हूँ कि उन का तात्पर्य यह है कि जनता के साथ उस का जो सम्पर्क है, उस सम्पर्क में उस का चरित्र ठीक तरह से परिलक्षित होना चाहिये। अफसरों के बारे में सरकार का जो दृष्टिकोण है वह भी बदलना चाहिये। अफसरों को, मंत्रियों को, पार्लियामेंट के मੈम्बरों इत्यादि को जनता से दूर रखने का तरीका जोकि ब्रिटिश गवर्नमेंट ने अपनाया था, अभी भी अपनाया जा रहा है। बड़े अफसर या पार्लियामेंट के मੈम्बर और मंत्री बारक्स बना कर साधारण जनता से दूर रहते हैं। तो यह जो प्रशासकों के लिये अलग बारकों का तरीका है यह खत्म होना चाहिये क्योंकि अगर यह तरीका खत्म नहीं होगा तो वे लोगों के साथ मिल जुल नहीं सकेंगे और उन की सेवा ठीक ढंग से नहीं कर सकेंगे।

उस दिन प्रधान मंत्री साहब ने कहा था कि अपोजीशन का माडॉ माइंड बिल्कुल नहीं है और पश्चिम के लोग कैसे खाते पीते हैं उसका भी उन को ज्ञान नहीं है। मैं मानता हूँ कि इस मामले में, खाने पीने के मामले में, प्रधान मंत्री जी को और दूसरे मंत्रियों को ज्ञान है लेकिन जो असली चीजें हैं वे यूरोप में किस तरह होती हैं उस का भी उन को ध्यान रखना चाहिये। यूरोप में अफसर लोग जनता से दूर बारक्स बना कर अलग नहीं रहते। इस में तबदीली होनी चाहिये। अगर हम यह तबदीली नहीं लायेंगे तो आइ० ए० एस० आफिसर्स और दूसरे

अ फसर्स जनता की ठीक सेवा नहीं कर सकेंगे ।

दूसरी बात मैं यह कहना चाहता हूँ कि—आई० ए० एस०—नाम को हटा देना चाहिये क्योंकि यह —आई० सी० एस०—से बहुत मिलता जुलता है । आई० सी० एस० अफसरों की जो ब्रिटिश जमाने में भूमिका थी वह आई० ए० एस० अफसरों की आजाद हिन्दुस्तान में नहीं होनी चाहिये । ब्रिटिश जमाने में तो ऐसे अफसर चुने जाते थे जो जनता के दुश्मन हो सकते थे । क्या अभी भी ऐसे लोगों को चुना जाता है जो जनता से दुश्मनी करें ? आई० सी० एस० और आई० ए० एस० इन दो नामों में इतनी समानता है कि आई० ए० एस० अफसरों की भी वही साइकालाजी हो जाती है जो आई० सी० एस० अफसरों की होती थी । मेरा मुझाव कि इस अंग्रेजी नाम को तो एक दम हटा दी देना चाहिये और किसी भारतीय भाषा या हिन्दी का कोई नाम जैसे—लोक सेवा—रखना चाहिये । ऐसा नाम रखा जायेगा तो अफसरों के दिमाग में अच्छा परिवर्तन होगा ।

Shri Harish Chandra Mathur (Jalore): The discussion on the Report of the UPSC has now become almost an annual feature, but my regret is that we have not been able to rise above the return. Even the hon. Minister when he initiated the discussion did not take us any far; he would not tell us what improvements he has effected, what improvements in standards he has in mind, what the policy matters are and so on. It was only a sort of clerical approach that we had from him that in so many cases only, that is, only in four cases, had Government disagreed with the UPSC, and that Government were doing their best.

I pointed out even during the discussion last year that I had no quarrel with Government if for any good reasons they had sometimes to disagree

with certain recommendations of the UPSC and if in the explanatory memorandum which they submit they could satisfy the House about the justification for their disagreement.

I have no hesitation in saying in the four cases in which Government have disagreed with the UPSC, Government are on a sound wicket, and the House gives full support to Government in their disagreement with the UPSC, particularly regarding the period of probation for the IAS officers. Every Member who had given some thought to this matter had supported Government's decision that the period of probation should be increased from one year to two years.

But I would like to ask the hon. Minister whether this question of probation has been given any real thought already or not and in how many cases during probation they have applied certain standards by which there has been any weeding out of the undesirable officers. I would like to have from him certain figures. Previous reports of the Commission also mention this probation. If you look into the reports of 1953, 1954 and 1955, you will find there is a clear mention of the probation period of the IAS and IPS officers, that out of so many officers, so many had been weeded out. I feel that out of the vast number of officers recruited during the last five years, hardly a few had been weeded out during probation. If the period of probation is just a formality, what is the use whether you keep it one year or two years? If you have certain standards for probation and if probation means something real, I can appreciate and understand that the period of probation should be two years. But that is just to tell the House and the hon. Home Minister that we are not very punctilious about a particular recommendation here and there.

The basic question before the country today—and I posted this

[Shri Harish Chandra Mathur]

question last time when we discussed the Report—is this. Let us take stock of the situation after 14 years. Have we after these 14 years of experiment and experience been able to improve the real standards and are we having a set of officers who fulfil the needs of the country or not? The Union Public Service Commission recommends to Government regarding recruitment of officers, their training, their probation, their promotion and their punishment. So at every stage, the UPSC comes into the picture and is supposed to be there to inject good health into the services. The UPSC and the Home Ministry together are responsible for the good health of the services in the country.

Last time when we discussed this matter, we had before us the remarks of Mr. Justice Mulla and other judges about the IPS. Though on the floor of this very House, I had spoken while discussing this matter that sweeping remarks such as those passed by Mr. Justice Mulla were not supported by me, still the situation remains as it is. While speaking about the IAS officers, I quoted Sardar Panikkar and I asked Government to take note of it. We would like to know whether we have introduced any improvement in the matter of selection, in the method of training and in the matter of the probation period on the advice of the Union Public Service Commission, and whether later on certain standards had been laid down which would make the service cater for the needs of the country and of the society today.

The hon. Minister should have thrown some light on these matters. But I find the situation remains as it is. I posed the question the country has now posed; it is not only Mr. Justice Mulla or Sardar Panikkar but the entire country has posed this question to the Home Ministry now. What was the complaint during the

general elections? The most important complaint during the general elections was against the administration. Their complaint was about corruption, about delays, about harassment, their complaint was that there was no human approach to the problems and that there was no developmental approach to the problems. Now, who is responsible to answer this charge-sheet which has been levelled by the public at large, the entire public of this country, or the Government. It has been accepted on all hands that the programmes and policies of this Government, the Congress Government, are almost unexceptionable. They have to be supported. At least I stand here without a twinge of my conscience to say that the policies and programmes chalked out by the Congress Government and which have been given for the country's benefit, for its social advance, are almost unexceptionable. There can be nothing better in the circumstances, but in spite of these policies and programmes, what happens about implementation, and who is responsible for the implementation except these services and the instruments which we are using for the implementation of these programmes? Have we given after these 14 years, and this is the fifteenth year, any consideration to this matter?

I posed this question last time when we discussed the report of the Union Public Service Commission. I say this question has now been posed by the entire country, and I would like to draw the attention of the hon. Minister to what the Rashtrapati said only day before yesterday in his message to the nation on the eve of the fifteenth anniversary of our Independence. Speaking from that position, he had, of course, to use very mild language. I would just like to read a few lines out of what the Rashtrapati said. What the Rashtrapati said was:

"The implementation of the Plan has been somewhat inadequate.."

Now, what is significant is what he says are the causes why the implementation has been inadequate. He says:

"...because there is little emotional involvement on the part of the staff—managerial and subordinate—in the great national work they are engaged in. It is essential for our public services whether they are engaged in Government services or public and private industries, that they should have a sense of pride in their work. They should feel that they are engaged in a bloodless revolution of raising the living standards of 440 millions of people and strengthening their moral fibre. All those who work for the people should be humble, kind and considerate. Economic development and clean administration will help to strengthen national solidarity."

The biggest problem before the country, therefore, is whether we have been able to inject these standards, these traits of character into our services. What steps have been taken, what suggestions have been made by the Union Public Service Commission to make our services such that they discharge their responsibilities adequately? That is the crucial problem before us.

It has been found that even preliminary attention has not been paid to certain most important and fundamental things. Our services still remain rule-oriented. Rules and regulations are supposed to help the administration to go ahead, but these rule-oriented services are the greatest blockade in the developmental progress of this country. Whether it is the big businessman, whether it is the small businessman, whether it is the agriculturist, everybody is full of complaints against these methods and procedures, and much more than that, the mental approach and the mental attitudes of the services. They have not been able to do during these 15 years anything. I am not talking of

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the old ICS and IAS and what their mental approach was. I feel deeply concerned about it. There is no developmental approach, there is no human approach, and I do not know what steps the Government have taken in this matter.

I am quite aware, while accusing the services, of those people who are in charge of their good health, and I think I would say that the non-officials, including the Ministers, are responsible to a very great extent for the erosion in the morals and the good working of the services. I am quite aware of it, but even here, it is the Ministry of Home Affairs who can do something in the matter, who owe a responsibility in the matter to the country, who have to find out to what extent corrosion has taken place in the services because of the interference of the non-officials or Ministers and their stooges, how far the services are not permitted to function in the manner in which they ought to function, and what safeguards are provided against it. That is another big problem which has to be posed before the Home Ministry.

I do not know if they have even revised their code of conduct for the services. I should like to know from the Home Minister how many cases they have referred for punishment where there have been inordinate delays, where under the protection of a rule an officer has conducted himself in a manner that we have wasted thousands and lakhs of rupees, just because he has been seeking protection behind a particular rule, whether they are developmental minded or not, whether the approach not only of the services, but the approach of the Ministry itself has changed or not, whether they have revised their code of conduct or not, whether they have charge-sheeted people for these deficiencies and faults or not.

I would next submit that we have this Constitution, and in this Constitution we have made a special provision for the Union Public Service

[Shri Harish Chandra Mathur]

Commission, but today the position is that I do not think the Union Public Service Commission is responsible for even one-third of the appointments which are made. Two-thirds of the appointments are made directly by one body or the other. We have now got the public undertakings. They are autonomous bodies. I do not mean to say the recruitment to the public undertakings should also be through the Union Public Service Commission, but if the constitution-makers thought it fit to make a special provision for a body which would be responsible for the recruitment, promotion etc., of the Government Services, what right has any Government or any officer to make their own laws outside Parliament, and without the sanction of Parliament to make recruitment to the extent of two-thirds of the public services? It is the responsibility of this Parliament to see that this matter is thoroughly considered, and a proper organisation is set up. It definitely means indirectly that our Union Public Service Commission is an outdated body, which is not fit for effecting the recruitment and looking after the conditions of service of public undertakings. If it is so, then definitely it is the responsibility of this Parliament, and I crave your indulgence to request the appointment of a parliamentary committee which will report only to Parliament. I do not ask the Government to appoint a committee. It should be a parliamentary committee which should go into the entire question as to how far the Public Service Commission today is a fit instrument to look after the recruitment of the entire services, the various other services for which certain different arrangements ought to be made, and the nature of that organisation which has got to be set up. That organisation must receive the sanction of Parliament before it functions.

If you look into the report, you will find that so far as the public

enterprises are concerned, we do not know anything about them. No report is submitted. They have given this report for one-third of the recruitment, but what about the other two-thirds? Who is going to submit a report to this House, how is this House going to consider it, and how are we going to discharge our responsibility in this matter?

Even to the limited extent to which an industrial-administrative pool was constituted, we do not know anything about it. I put a question. They had selected 170 or 175 officers some two or three years back, and everybody has been absorbed leaving aside possibly five or six, some of whom are not available. We do not know to this day how the recruitment is going ahead, how the managerial staff is being recruited, and what is being done. I think it was on these matters that the hon. Minister, while initiating the discussion, should have thrown some light and taken the House into confidence.

13 hrs.

I will only refer to a few points which have been mentioned in this. We find certain appointments have been excluded from the purview of the Commission. They have been mentioned at page 3 and in Appendix IV. Their services and the designations of the posts are given, such as 'Posts on the Secretariat and Personal staff of the President of India'.

This report makes mention of two exemptions regarding the posts and services concerned with the administration of Naga Hills-Tuesang Area and the Officer for Parliamentary Affairs in the Ministry of Home Affairs.

Regarding these two posts, in fact, we made a mistake when this thing was moved here on the floor of the House. I moved a motion objecting to the authority being delegated to the Government to exempt certain ser-

vices, between themselves and the U. P. S. C. It was the function of Parliament to examine all that. But, however, things are laid on the Table of the House.

What intrigues me in this report is that these two, the services concerned with the administration of Naga Hills-Tuensang Area and the Officer for Parliamentary Affairs in the Home Ministry, are to be exempted and the Commission had agreed for a limited period for the first. I can understand that. But there is no mention about the Commission's agreement regarding the other posts, the posts on the Secretariat and Personal staff of the President and posts in the Vice-President's Secretariat, and Official Liquidators under the Companies Act, 1956. There is no mention as to what is the Commission's view. It is for the hon. Minister to throw some light as to why these posts should be exempted from the purview of the Commission.

We do not want that the Secretariat of the President and the Vice-President should become the personal affair of these high dignitaries. They should be drawn through the Public Service Commission as had been done so far. What new difficulties have come in the way of the Home Ministry about the staff of the President or the Vice-President? Why should there be this exemption; and has this exemption also got the concurrence of the Service Commission or not? Even if it has the concurrence of the Public Service Commission, I do not know why any personal atmosphere is being created round the President and the Vice-President. They are the greatest public dignitaries and they should draw people from the regular services. I can understand the Private Secretary or a particular officer being left to the discretion of the President or the Vice-President. We allow this also to the Ministers. They can also have their Private Secretaries or Personal Assistants appointed by themselves, but not the entire

Secretariat. I can understand some justification if the Prime Minister had asked for exemption of certain posts, for keeping people of his personal confidence where certain things are transacted in a manner and where the personal equation of the Prime Minister with those officers is the essential thing. The Prime Minister has not asked for this. I see very little justification for this.

There is another thing. The Chairman of the Union Public Service Commission goes abroad to various countries to make certain recruitments. About 50 persons have been appointed from them. I do not mind if some of our Indian scientists continue to serve in foreign countries. It adds to the glory and dignity of this country.

While speaking on this subject, the other day, the Minister of Education gave me the fullest support. This was raised by me while discussing the Demands for the Ministry of Education. Certain hon. Members just jeered; but I raised this point I said, what difference would it make; and, if these people have any sense of patriotism, there is no reason why they should not come here. Why should the Chairman of the Union Public Service Commission go hunting for individuals from abroad? I do not grudge the Chairman of the Commission a trip to all the foreign countries once a year. But, I do not think that this is very healthy and should continue.

I also wish to invite the attention of the hon. Minister to the recruitment of the All India Services. Now, I think, there is a very unhealthy tendency which is developing in all the States, to expand the cadre of IAS. Even these jobs which should definitely be left for the Provincial Services, which should be left for the educationists and which should be left to somebody else are being taken over by the IAS; and the strength of IAS is increasing every day. I can understand the IAS officer being in his proper place where his administrative abilities are required.

[Shri Harish Chandra Mathur]

But, if you look at the list you will find that the Vice-Chancellor of an Agricultural University is an IAS officer. It is fantastic. It is doing the greatest injustice to the university; it is doing the greatest injustice to the Agriculture department to permit an IAS officer to be the Vice-Chancellor of an agricultural university.

Only the other day, I read about a certain panel of names recommended by the Aligarh University. They wanted to include the name of an IAS officer. There was no justification for that and there was resentment in the academic world and that is justified if such things are permitted to happen. I do not want to go into details; but I have at least half a dozen cases which I can place before you.

The Minister of State in the Ministry of Home Affairs (Shri Datar): I do not want to interfere with the hon. Member's speech. But, this is entirely beside the point. Here, we are considering the report of the U.P.S.C. The hon. Member has brought in the States and the State services in general.

Shri Harish Chandra Mathur: The recruitment for the IAS is being made through the U. P. S. C. This Government is giving the requisition for it; and that requisition is wrong. Why should this Government want the UPSC to recruit so many IAS people when they are not needed at all, when they are being wasted like this? Why not the UPSC question the Government about their requirements? Unnecessary recruitment is being made and money is being wasted.

I do not know whether it is with the concurrence of the UPSC that Government have introduced this Selection Grade for the IAS.

Mr. Speaker: Probably, the Home Minister wanted to say that so far as the increase in the requirements of the States of IAS officers was concerned, that was the concern of the States and they have only to make the selec-

tion. But so far as his debate is concerned, it is about the activities of the UPSC. (Interruption)

Shri Harish Chandra Mathur: I am criticising the Home Ministry so far as this is concerned. The States do not fix the number; it is the Home Ministry that fixes the number. I do not know whether the approval of the UPSC is taken for fixing the number. I want the Minister to tell me. Definitely, it is the Home Ministry that fixes the number of IAS officers in consultation with the States. It is their job to do it; it is on the basis of that they ask the UPSC to just make the recruitment.

I am referring to another thing. I want the hon. Minister to tell me whether it was with the concurrence of the UPSC that the number of Selection Grade posts was increased from 4 to 85 during last year.

It appears to me that even in the important matter of the conditions of service the UPSC is not consulted. Is it so? Why is it that the Commission are not consulted where the avenues of promotion for the IAS are concerned. I understand from my friend that they did not consult the UPSC when they introduced the Selection Grade. It does not appeal to any reason.

We have made some research and statistics. I would like to know what is the result of this research and statistics. Nothing has been said about it. Because of the shortness of time, I would mention the last point and sit down.

I may make it clear that I am not against personality tests; it is a very important and very effective method of selection, not only in this country or for the I. A. S. but for other services as well. But what is the result of your personality test? Does it confirm to the performance of the officer in the field or not? Here is a gentleman who gets the top marks in the personality test. Let us take those officers

who get top marks in the personality test in preference to the written test. They are selected. I have no objection. But let us examine it, I posed this question five years ago and asked the hon. Home Minister: let us know what is the result and how these personality tests have been verified in the field service. I find, not from the U.P.S.C. report but from the report of the Home Minister and the Ministry of Home Affairs that they had conducted such a study. I should like this House to be enlightened about the result of that. These are important matters of principle and the whole House feels exercised about personality tests. We all agree that it should be there. It has been there for so many years. I would sit down appealing to the hon. Home Minister that we are not interested in individual cases or in the various small facts and figures. We know it is a large establishment and a large Government and one irregularity here or there is possible, but I would request him to go into these fundamental questions and to see that our services are such as to cater to the needs of society.

13.12 hrs.

BUSINESS OF THE HOUSE

Mr. Speaker: Shri S. M. Banerjee brought to my notice some difficulties about the business of the House. Five hours are allotted for the Railway accidents and it is put down in the Order Paper today. If we begin it today, after the current discussion, we will have only one hour for the other discussion today; we may get about two hours tomorrow and so we may have to carry it on to Saturday. That means the discussion would be carried on into three parts and will be spread over three days. That would perhaps not be convenient for the Members as well as for the Government. Therefore, if I get the consent of the House, I propose that immediately after this discussion is finished, we may begin the discussion on railway accidents as it is put

down in the Order Paper and carry it on till the end of the day, that is, 5 o'clock and then finish it by tomorrow after utilising the five hours allotted to it.

With regard to the second motion put down for 3 P. M. today, we can take it up afterwards. Objection had also been taken that later reports had not been included though we had got them. The Minister is prepared, I think, to take up with the other reports and notice has also reached me saying 'that this House takes note of the third report of the Commissioner for Linguistic Minorities laid on the Table of the House on 24th April, 1962.' So, that report would also be taken along with the second and both will be discussed and time would be extended.

Shri P. K. Deo (Kalahandi): When will this report on linguistic minorities be taken up?

Mr. Speaker: After the Supplementary Demands.

Shri P. K. Deo: Tomorrow, it is a non official day; it will not come up.

Mr. Speaker: Then it will go to Saturday.

The Minister of Home Affairs (Shri Lal Bahadur Shastri): May I add a word? We agree to have the debate on the 2nd and 3rd reports on Saturday. But as the third report is also to be discussed, could it be taken up a couple of days later? But I entirely leave it to you; I am merely suggesting if it is possible.

Mr. Speaker: Would it be convenient for the Ministry of Parliamentary Affairs because it is they who arrange the Order Paper now. I think Members have no objection if two days more are given to the hon. Minister. Let it be Monday or Tuesday or whatever other day convenient to the

[Mr. Speaker]

Ministry as well as to the Ministry of Parliamentary Affairs but it should be known to the Members.

Shri Surendranath Dwivedy (Kendrapara): On Saturday, there is a no day-yet-named motion. That will be all right

13.15 hrs.

MOTION RE: REPORT OF UNION PUBLIC SERVICE COMMISSION-
contd.

Shri R. Barua (Jorhat): Mr. Speaker, Sir, the U. P. S. C. consists of very eminent persons from different walks of life and their report should be given due weight. I feel, that some matters which have been pinpointed by the Public Service Commission have been answered in the memorandum submitted by the Home Ministry. Unfortunately, we do not find that. A reading of the report will convince us that there are certain glaring lapses on the part of the Government which need rectification. For instance, rules are framed by the U. P. S. C. with regard to temporary appointments. In that regard paragraph 29 of the report and also the appendix are to be seen; it would be apparent that some appointments are made which are *ab initio* irregular and according to the Commission's opinion, it should not have been so. If things are allowed to go on like this it will create an impression in the administrative machinery which after all would not be very congenial for efficient working. One is led to the inference that there must have been some indolence or some sort of extraneous considerations for delaying the references or making regular appointments; in both the cases it does not redound to the credit of the Government. The Ministry of Home Affairs has to see that a clean administration is given to the country and also that rules are framed not to disobey but to be observed in order to maintain a cleaner administration.

Then I may refer to the disagreement of the Government with regard to four cases. I feel that in regard to two appointments the reasons advanced by the Government are not at all convincing, because these two appointments are not in relation to any particular, specialised training. They were normal and ordinary appointments of the Public Service Commission, and after due consideration they came to their decision and gave their opinion. It is not understood why, with such insufficient reasons, the Government should disagree. There might have been cases in which the Government can or should disagree, and there may be cases where the Government may have occasion to disagree, but in order to disagree with the opinion of such a respectable body there must be very solid grounds for the Government, but here the Government's reasoning with regard to the two appointments cannot be said to be very convincing.

With regard to the Commission's remark about promotion in the Central services, the wording of the Commission is rather cryptic. It is not understood what rules they mean; it is not understood whether they mean that the Government do not recruit properly. It is not clear what rules are intended to be framed for the purpose of efficient functioning of the Commission. Therefore, in this respect, I think the Home Minister should give us a clear answer and say what rules the Commission actually mean.

With regard to the Chairman's going about foreign countries in search of students for recruitment to the country's administrative service, I submit that that is a practice which my hon. friend Shri Harish Chandra Mathur rightly objected to. The tour of the Chairman of the Public Service Commission, giving interviews to prospective candidates does not ensure either to the credit or to the benefit of the country. If really these persons are necessary for the country's administration, if really they are anxious to come and serve the country, let

them apply for the posts. Let some facilities be given to them to come over here and meet the Public Service Commission as a whole. This itinerant way of the Public Service Commission selecting the candidates cannot be said to be very helpful towards finding the right men for the right place.

Lastly, I would like to say a few words with regard to the composition of the Public Service Commission. At the time of framing the Constitution, naturally we inherited the tradition of the British times. At that time, there was no clear concept of the economic set-up of the country. Therefore, the framers of the Constitution must have had the political needs of the country in mind. The composition of the UPSC was such that it would just fill up the gap in the needs of the country as they prevailed at that time. But as time passed, the country took up an economic policy and became wedded to the establishment of a socialist pattern of society. Therefore, many of the departments came to be handled by the Government. In view of the increasing demands and a widening of the scope, the UPSC as it was previously composed, cannot be supposed to be competent enough to cater to the present-day needs. I do not mean the least disrespect to the present body. What I mean to say is, as the country is advancing and as the technical know how is more necessary to the country in the departments of industry and trade, a re-thinking as to the composition of the UPSC is very much necessary. Otherwise we shall be drifting towards a state of affairs in which the selection of the UPSC will be simply meaningless.

Even now, from the report as can be gathered, the departmental promotion committees are there, because the Public Service Commission is not able to cope with its work. Therefore, I submit that this is a very important question which has to be seriously considered by the Government and the Parliament as well, because in view of the new undertakings that the Government has taken up in the public

sector, the old meaning that the words "public service" conveyed is no longer there. The meaning of the words "public service" is of much wider content now. Therefore, in the light of that, the Government should think very seriously whether it should continue with the present composition of the Public Service Commission or should also expand the composition or somehow or other alter the composition in order to meet the present-day needs.

There is another matter to which due attention has been paid by my hon. friend Shri Harish Chandra Mathur, and that is the personality test. So far as I am concerned, I feel that when the Public Service Commission comes to their own decision, they do not come to a decision merely basing their conclusions on the personality test. They also take into consideration the result of the written and other tests or examinations. To separate the one from the other will lead to a very confusing state. I do not think the Home Ministry will in anyway be helpful in giving us a statement as to whether the personality test was worth-while or not. To divide the examination or the result of the examination in this way will not in anyway be helpful. This test has been accepted after due consideration and experience not only in our country but in other countries as well. The personality test and the written test are not to be taken apart from each other. It is the resultant of all the examinations that the Public Service Commission generally relies upon. Therefore, to avoid or give up this personality test will not be very helpful and is not warranted in these circumstances. With these words, I close.

Shri Datar: Mr. Speaker, Sir, we had since yesterday fairly lengthy debate on the different aspects of the questions touched by the UPSC. Some hon. Members traversed beyond the points that are covered by the UPSC and they dealt with certain matters which could not arise in the course of a legitimate discussion on the UPSC's report. A number of hon. Members

[Shri Datar]

believed that a general debate on the type of services that we have and all their defects or omissions, as they call, could also be discussed.

My first submission is that it is beyond the purview of the present discussion which is limited to the points suggested either for or against the Government in the course of the UPSC's report. Secondly, certain suggestions can also be offered so far as a greater utility of the UPSC is concerned. I would not like to deal with the general question about the services so far as the Central Government are concerned. Some hon. Members went to the extent of dealing with the State services also. I would be excused if I do not reply to those aspects.

Incidentally, another point was raised, namely, the chairmen of the State Public Service Commissions should be appointed by the President. That was a point which was once considered when the States Reorganisation Commission had made the report and a suggestion in this respect. That could not be accepted, because the State Governments were not in favour. Under these circumstances, this question of giving the authority to the Centre to appoint either the Chairman or the members of the Public Service Commissions could not be raised here.

Then, there is some misconception so far as the functions of the UPSC are concerned. For that purpose, I would invite the attention of the House to the provisions of the Constitution. If we look into those provisions, we find that the UPSC are an advisory body in character. It is the duty of Government to place before the UPSC certain matters dealing with the services directly or indirectly for their advice. After their advice is received, it is the duty of Government to consider it fully and the policy generally is to accept the advice. But that cannot rule out the possibility of Government departing from policy in extreme cases.

The hon. Member on this side yesterday gave us some information, which has to be checked. He stated that the Public Service Commission in England tender advice and the advices tendered by them were accepted by the U. K. Government unanimously during the last 255 years. I do not know whether it is a statement of fact. But here we are governed by the Constitution, which has made provision for the contingency of a departure from the UPSC's advice. Article 323(1) clearly says that when, after the receipt of the UPSC's report, the Government find it necessary to depart from their advices then, the Government of India have to furnish the grounds or to give a memorandum and mention the reasons as to why they dissented from the advice of the UPSC.

Therefore, in substance, the position is that the UPSC are an advisory body of a supreme character. I am prepared to accept this position, because it is a very important body which has to be given the greatest importance and respect. But if the Government, which is responsible to the Parliament, find that in public interest or for the purpose of efficient administration it has to depart from the advice, then the Government, in the interests of the administration, is entitled to depart from this advice. In exceptional cases, the last word has to remain with the Government itself, though as I have pointed out in my opening speech, the Government give the greatest measure of respect to the UPSC's advice and have generally been accepting it to the fullest extent possible. So, it is not possible for me to accept the extreme position that the hon. Member on this side suggested, namely, that the advices of the UPSC ought to be completely accepted.

13.34 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

It would not be possible to go to that extent, because ultimately the Government of India are responsible for the administration and they are

responsible primarily to the Parliament for carrying on the governance of the country in as best a manner as possible. So, if on account of certain high considerations, the Government come to the conclusion that in a very small number of cases they have to depart from the advice, they ought to have that power, as given by the Constitution, of departing, but explaining the reasons as to why they have departed.

An hon. Member brought in the Courts of law in a rather vague manner and put the courts of law and the UPSC on the same footing. May I say with all respect that courts have to administer laws as they are passed by the Parliament or State Legislatures or recognised by customs. Normally the judgments of the courts of law will have to be accepted, especially those of the High Court or the Supreme Court, but there also, the Parliament or State Legislatures, as sovereign bodies, have a right to make a change in the law itself. In certain cases, on account of the sovereignty of their position, the amendments have been made even retrospectively. But this is not the position, so far as the UPSC are concerned. While courts are highest judicial bodies, UPSC are only an advisory body advising the Government in service matters. So, it would not be proper to place the courts and the UPSC on the same footing and say the Government are bound to accept the UPSC's advice on the ground that the UPSC are a judicial body. That is not correct. All the same, I am prepared to say on behalf of the Government of India that it has been our policy to accept the advice of the UPSC to the fullest extent possible, consistent with their duties to Parliament. That was why, as I pointed out yesterday, out of 12,800 cases only in respect of 4 cases the Government considered it necessary not to accept the UPSC's advice.

I have no desire to labour further on this point, but I should like to make a short reference to one case, in respect of which we had to depart from the advice of the UPSC. I am also very happy to find that in respect of two

other matters, regarding the interpretation of the law relating to the All India Services Examination and the extension of the period of probation, a number of hon. Members on this side as well as on the other agreed that the stand taken by Government was the correct one. On page 5 of the memorandum submitted by the Government along with the UPSC's recent report, there is a reference to the UPSC regarding the appointment to the post of Director (Women's Programme), Ministry of Community Development and Co-operation. This was a very important post requiring acquaintance with field work and contacts with the villagers in general. On two grounds, Government could not accept the UPSC's advice, which are mentioned on page 5:

"The candidate selected by the Commission was never associated with any scheme for training women workers while one of the main functions of the incumbent of the post was to provide training facilities to all functionaries engaged in the Community Development programme.

(ii) The reports on her work, while employed under a State Government, showed that she had no background in village work and liked to sit in office and issue orders rather than go into the villages for doing work herself by giving directions on the spot. The reports also showed that she lacked sense of responsibility and never cared for efficiency and work. In 1955 she was censured for an irregular posting which caused loss to the Government. Her subsequent performance was also not considered satisfactory."

Under these fairly revealing circumstances, I would request the House to consider whether on account of these defects or irregularities or deficiencies on the part of this lady who had been recommended by the UPSC, it was or it was not proper for the Government of India to depart from this particular recommendation.

An Hon. Member: The Government are fully justified.

Shrimati Sarojini Mahishi (Dharwar North): May I know whether the U.P.S.C. was not made acquainted with the nature of the post for which it was making the selection?

Shri Datar: There is no reason to presume such a thing. The U.P.S.C. are expected to know all these things. They know how the work is being carried on and they are in possession of all the facts. Whatever may be the reason—it is not for us to go into the reasons—in the light of the revealing circumstances that I have placed before the House, would it or would it not be proper for Government to accept this appointment merely because it was recommended by the U.P.S.C.? Such circumstances, generally, are very rare. But when they are there the Government ought to have a right to depart from the advice, with all respect, on account of the exigencies of the circumstances, on account of public interest and on account of heightening the efficiency of administration. This is so far as the constitutional position that was raised by certain hon. Members is concerned.

Then, certain hon. Members, unfortunately, brought in certain questions regarding reservations in services. I know, when my hon. friend Shri Saraf made a reference to it, there could be absolutely nothing objectionable so far as his suggestion is concerned. He said that we should fix up a particular time limit during which such reservations ought to operate in such an effective manner as to place these weaker sections also on a proper footing. An hon. Member opposite made certain remarks which were of a very ungracious character, with due deference to him, and that provoked a number of hon. Members, not only representing the Scheduled Castes and Scheduled Tribes but others also, to raise the question in a general way so far as the reservations are concerned. Under the Constitu-

tion, especially under article 335 read with others, the Government of India are bound to see that there ought to be reservations so far as the Scheduled Castes and Scheduled Tribes are concerned. There also it has been pointed out by way of a precautionary measure that it should be consistently with the efficiency of administration.

Shri K. C. Sharma (Sardhana): Will the hon. Minister cite any parallel, from anywhere in the world to this reservation business?

Shri Sonavane (Pandharpur): Can the hon. Member cite any other country where untouchability exists?

Shri Datar: I need not go to the world at all. So long as I have got the most precious Constitution here to guide me—and the Constitution in this country has been extremely fair—and it is stated that the weaker sections have to be brought up by giving them opportunities in all matters, including the right of entry into service, I need not take into account the case of any other country. We have a Constitution which has been tested by experience. I may point out to my hon. friend that on account of this reservation in services a number of young men and women are getting opportunities. Though they require some training on account of, as I said, lack of environmental positions, they are coming up, and it is in the interests of the nation that these young people from the Scheduled Castes and Scheduled Tribes are also encouraged in as large a measure as possible to join the services consistently, as I stated, with the maintenance of high standards of efficiency.

Shri Sham Lal Saraf (Jammu and Kashmir): I would like to submit, Sir, through you, that what I said the other day was that we certainly welcome the reservations for the weaker sections of the Community. But for how long are we to continue this? We should fix some D-day when they will be brought on a par with the rest of the people so far as efficiency is concerned.

Shri Datar: I appreciated the hon. Member's point.

An Hon. Member: He agreed with what you said.

Shri Datar: I would like to point out that so far as the Constitution is concerned it has not laid down any such period for the reason that we cannot at present, in view of the highly backward character of these communities, think of a time, at least today, in the foreseeable future, when it could be done away with. Let some time go. Let the people of these communities come up. Then, in the interests of the nation, they themselves will come forward to scrap all these reservations.

Shri Sonavane: The Constitution makes provision for evaluation of the conditions of these people.

Shri Datar: That is what we are doing. Therefore, I should have liked hon. Members not to have made a reference to these constitutional provisions regarding the reservation in services which have on the whole worked very well. I know that there are certain critics who believe that this is not proper, but we have to take into account the conditions in India and the disparities of conditions obtaining in the different communities. That is the reason why, taking the realities into account, the Constitution rightly provided it and the Central Government have made reservations so far as the Scheduled Castes and Scheduled Tribes are concerned.

Shri Sham Lal Saraf: What shall we do till then in order to bring them up on a par with other people. Would it simply mean that getting a few men here and there in the services would bring up their standard on a par with other people?

Shri Datar: May I invite the hon. Member's attention to the fact that side by side with the reservations which are to be entirely in keeping with the efficiency of administration,

we have been taking a number of steps. Certain hon. Members do not fully realise that year after year the Government are spending crores of rupees on the improvement and on the welfare of these communities. The hon. Member, Shri Swell, made a suggestion the other day that what we have been doing is not sufficient at all. In fact, Shri Swell made a speech which, to say the least, was very unfortunate. He did not appreciate what we have done. That is the reason why I am pointing out now how much we are doing for the Scheduled Castes and Scheduled Tribes.

Sir, in the First Five Year Plan period we spent Rs. 15 crores for the Scheduled Tribes. In the Second Five Year Plan period we spent Rs. 50 crores. Now, in the Third Five Year Plan period we propose to spend Rs. 60.11 crores over the Scheduled Tribes. I am extremely sorry that my hon. friend, Shri Swell, is not here. He, I understood, thought that the conditions of these people living far away from the other people was extremely unsatisfactory. Even the Constitution has made some provisions in this respect. That is the reason why we shall have spent more than Rs. 100 crores over the Scheduled Tribes alone. So far as the Scheduled Castes are concerned, we shall be spending at least Rs. 60 crores to Rs. 65 crores in the Second and Third Plan periods. In the matter of education of the tribal people, we are spending crores of rupees.

Dr. M. S. Aney (Nagpur): What is the target that the Government of India has fixed as regards the exact percentage of literacy among the Scheduled Castes and Scheduled Tribes during the Third, Fourth and the Fifth Plan periods?

Shri Datar: I understand the hon. Member's question. It is very difficult to settle the period within which the whole thing has to be done. Because the problem is enormous.

Dr. M. S. Aney: Have you no method to calculate it? You are

[Dr. M. S. Aney]

spending money. What do you get at the end of that period as a result of your spending money?

Shri Datar: So far as the Scheduled Tribes are concerned, we are spending money on (1) the spread of education, (2) their economic upliftment and (3) health, housing and other schemes. We have completed two Five Year Plans and one year of the Third Plan. It is true that to a certain extent the progress is slow, but I am not prepared to admit that the progress is not considerable when we consider all the various enormous difficulties that we have in the way. So far as the Scheduled Castes are concerned, they had been suffering from social disabilities for a number of centuries. So far as the Scheduled Tribes are concerned, they have been suffering from isolation, far away from the modern society. It is these people that have to be brought up. Therefore, it would not be proper to set up a time-limit but it is absolutely essential that we get the best results as soon as possible, especially when we are spending crores of rupees for the welfare of these unfortunate communities. That is the reason why I would request hon. Members not to call in question, even indirectly, the propriety of the very wise and salutary provisions that have been made in our Constitution.

Then I would refer to a few problems briefly because I have to finish early. I am obliged to a few hon. Members, and I should like to mention particularly the names of Shri Saraf, Shri Mathur and Shrimati Renuka Ray for their very valuable contribution to this debate. They made out certain points which I may or may not accept but my task has been considerably lightened, so far as my main approach to this problem is concerned.

Shri Prabhat Kar (Hooghly): What is their contribution if you do not agree with them?

Shri Datar: With all respect to them, I may disagree with them but the question is whether they appreciate the difficulties with which we are confronted.....

Shri Sham Lal Saraf: The hon. Member does not want him to give us even that consolation.

Shri Datar: The next question that I want to deal with is the composition of the UPSC. A certain hon. Member, again on account of a misapprehension, thought that this was an ordinary body in which any person can work. The Constitution itself has made a provision that so far as the composition of the UPSC is concerned, "one half of the members or as nearly as may be" that is the expression used) ought to be Government servants who have an experience of ten years' service. This is a body which has very directly to deal with service matters and tender very important advice. So, in the case of composition of the UPSC it has been specially laid down that there ought to be men of experience, so far as public service is concerned, for advising correctly. In order that others can also bring a fresh view to bear on this question, what has been done is others also, persons of great eminence in public life, are taken in the UPSC. At present, so far as its composition is concerned, half the number consists of Government servants and the other half of non-officials, public men including a retired High Court Judge, one who had formerly been dealing with engineering and other technical subjects and another who was a Vice-Chancellor of the Delhi University. In this way, we are trying our best to see that this statutory organisation becomes an eminent body to advise us as best as possible.

In addition to this, whenever they consider highly technical subjects like recruitment to engineering or other technical services, they have the right to take the help of a number of

experts. An hon. Member was needlessly furious that a Government servant also attended the meetings of the UPSC. Now, attendance is entirely different from having an effective voice in the decision of the UPSC. It is absolutely essential that he points out the difficulties of the administration but he has no right to vote. So, these government servants act only as helpers of the UPSC and given them all assistance.

An hon. Member suggested that a businessman should also be in the UPSC. Here I may state that Government is an administrative body, a welfare organisation. Therefore, the question whether at all a businessman should be on the body is one that has to be considered in all its aspects.

Shri Prabhat Kar: For what purpose?

Shri Datar: Then, my esteemed friend, Shri Mathur, always raised some general questions and puts them in, what I should say, a vague manner. He has stated that the UPSC is an out-moded body. The UPSC can never be an out-moded body because it is governed by the rules and regulations made by us in accordance with the directions of Parliament. Therefore, we laid down the rules and the rules are in consonance with the spirit of the times.

Shri Harish Chandra Mathur: Please do not misquote me at least.

Shri Datar: Then, so far as our young officers are concerned, we are trying our best to see that they are imbued with the modern spirit. I shall point out when I deal with the courses of study that we have got special courses extending over five months for IAS, IPS and Central Services (Class I) wherein we teach them the cultural history of India and the Gandhian ideology, the spirit of Sarvodaya and the modern doctrines which we are developing. Then these people have to go through a very intensive training, so far as field work

is concerned. So, it would not be proper for him to say that the UPSC is an out-moded body.

Shri Narendra Singh Mahida (Anand): According to the Gandhian ideology the maximum salary is Rs. 500.

Shri Datar: Therefore, hon. Members will see that if our officers are imbued with those ideas, they are bound to act in a manner far different from the way the former Government servants acted. So, it is absolutely out of place to mention here that the old ICS mentality is there or the IAS people are out-moded. These are all questions which have to be considered in the light of what we have been doing. I would request Shri Mathur and other hon. Members to visit the National Academy of Administration at Mussorie and see how we are in keeping with the times. Perhaps, in some respects we are better than the actual educational institutions themselves.

Shri Prabhat Kar: He was talking of the products, not of the training.

Shri Datar: Then I would make a reference to certain specific matters that have been raised. So far as probationary period is concerned, IAS officers have got only one Year's probation. I am happy that a number of hon. Members, including my hon. friend, Shri Reddy, agreed that there ought to be a longer period than one year. As a matter of fact, as soon as he passes his examination, he is entitled to confirmation. Now, in addition to their studies from an ideological and theoretical point of view, they have to go round the country and study things for themselves, engage themselves in field work and then their performance for a period of two years is considered and either they are confirmed or not confirmed, depending upon their performance.

14 hrs.

About the verification of character something was stated by an hon.

[Shri Datar]

Member. On an earlier occasion also this question was raised. It is entirely irrelevant here, but the hon. Member, Shri Reddy, made a reference to Dr. B. C. Roy's speech. In that very speech Dr. B. C. Roy had also given certain figures which are extremely useful to show that the verification of character is not used by us or by the State Governments for weeding out certain persons. Shri Reddy believed that the Communists were singled out for exclusion. That is not correct at all. In fact, some other man says something to which I would not make a reference.

A similar resolution had been brought forward in the West Bengal legislature and Dr. B. C. Roy made a very important speech to which the hon. Member has made a reference. There he had pointed out how in a very small number of cases on account of the unsuitability of the candidate he had to be rejected and the number was so small. He had said:—

"During the last year, that is, 1961 40,000 cases of verification were dealt with by the Police and only in 76 cases the candidates were found to be unsuitable, that is, a ratio of .0019 per cent. Similarly, the Police in Bengal also verified cases of appointment under the Central Government and Corporations and organisations under the control of the Central Government. About 30,000 cases were dealt with in 1961 and only in 41 cases....."

The figure may be noted.

"...that is, .0014 per cent of cases, the candidates were found to be unsuitable."

Therefore, so far as the this verification is concerned, it would not be proper to raise a general question and make an allegation that candidates belonging to certain parties are pur-

posely excluded. That is not correct at all. No man is penalised for holding any opinion. But once a person enters Government service he cannot take part in the activities of any political organisation.

Shri Dinesh Bhattacharya (Serampore): Including the Congress.

Shri Datar: Our Government Servants Conduct Rules make it very clear. Therefore, a Government servant has to be above parties and has to carry on the work in as efficient and objective a manner as possible.

Then a question was raised as to whether pensions should not be given to the non-official members of the UPSC. That is a question which is under consideration and I would not like to say more on it. So far as the officials are concerned, it is taken into account because it is added on to the period of service under Government. But so far as the non-officials are concerned, as you are aware, the longest period that they can be there would be about six years. Under these circumstances, this question raises certain complications and the matter is under consideration.

So far as the prohibition of Government servants taking up employment in private companies after retirement is concerned, it is a very large question. It does not directly deal with the UPSC at all.

Shri Harish Chandra Mathur: Have you consulted the UPSC?

Shri Datar: But the policy that the Government follow is this. A Government servant who had been concerned with a particular department is not allowed for a period of two years without express permission to take up service in a private concern which had something to do with his official duties before retirement. That rule has been laid down in the Government Servants Conduct Rules and

he has to take specific permission for a period of two years.

Some hon. Members made a suggestion that this provision should be permanent. It is very difficult to do like this, because after all when his income comes down as he gets only a fraction of his former pay as pension, as a private citizen he is entitled to enhance his earning capacity. Therefore we were advised that it would not be proper to extend the period of such prohibition beyond two years. Their number is very small.

Shri S. M. Banerjee rose—

Shri Datar: He made a reference to one case to which I am going to reply. So far as one case from Bihar was concerned, I had the matter looked into. He is an IAS officer. At the time his services were requisitioned in 1958 he had been ripe for appointment as a Commissioner in the Bihar State and he would have been had he been in Government service entitled to the highest pay that he could have obtained as a member of the IAS with this experience. His services were lent to the Tata Iron and Steel Company by the State Government. Under our rules though he is an IAS officer he is under the administrative control of the Bihar Government. It was perfectly open to them to have allowed him to join private service on deputation. The terms were the usual terms so far as an agent was concerned and nothing out of the way was done so far as the deputation of this officer was concerned. His period is likely to expire in February 1963.

Then my hon. friend wanted to know as to whether the Government were consulted. Under the rules such consultation was not necessary. Secondly, this is a matter which does not come within the purview of the UPSC at all. It is not a correct notion that all these matters ought to be referred to the UPSC. We got the information when we made enquiries and they told us that on account of a request from the Tata Iron and Steel

Company they lent the services of this officer for a particular period according to the terms usually associated with an agent's remuneration. Therefore, there was nothing wrong so far as that matter is concerned.

Shri S. M. Banerjee (Kanpur): I only wanted to confirm one thing from you.

Mr. Deputy-Speaker: Order, order. The hon. Member cannot go on interrupting.

Shri Datar: As to the question about Hindi and English, only the day before yesterday the hon. Prime Minister has made the position clear. In the other House also I had pointed out in connection with the debate what the position of English would be after 1965 and what the President's Order is so far as Hindi is concerned. At present English is the only medium of examination so far as competitive examinations are concerned. The President's Order of 1960 makes it possible that Hindi should be introduced as an alternative medium of examination on a date that the Central Government has to settle. The Government have not yet taken a decision so far as this question is concerned.

Then, I am glad to note that the personality test has been found to be beneficial by a number of hon. Members. But there was one small question. Shri Mathur wanted to know as to why they did so ill or so poorly there when they did well in the written examination.

Shri Harish Chandra Mathur: I never raised this question.

Shri Datar: Then I need not refer to this question.

An hon. Member stated that recruitment rules ought to have been made in all cases. It is true that in certain cases they were not made but we are taking steps to see that they are made as early as possible.

[Shri Datar]

Shri Saraf made a reference to the conference of members of the Public Service Commissions including the UPSC at Delhi. The UPSC had called this conference for finding out a uniform procedure and it is not a matter with which we are concerned.

It was contended that Indian students living abroad and qualified there were not properly employed. May I point out that on account of the interviews which the Chairman and other members had abroad, 43 candidates were recommended by the UPSC? We have already issued orders for 13 and for the others they would be issued as soon as preliminary formalities are over. In addition to this we have offered appointments to ten more Indian candidates who have qualified abroad and they will be taken into service as soon as they return to India.

Sir, I am obliged to the hon. House for the very detailed discussion that has taken place.

Shri Harish Chandra Mathur: Sir, the hon. Minister has referred only to the points raised in the debate yesterday for which he has notes. Though he has paid me a compliment all right, he has not referred to a single point which I had raised.

Shri Datar: It is because it did not deserve any answer.

Shri Harish Chandra Mathur: I raised general as well as specific questions.

Shri Datar: He raised a question about the unmoded nature of the UPSC. That was not raised by any other hon. Member and I replied to that. Regarding the selection grade in the States, the UPSC had nothing to do with that.

Shri Harish Chandra Mathur: I never said that the UPSC was an unmoded body. I do not know how the hon. Minister has got this idea; he is putting just the wrong thing in my mouth. I never said that.

Mr. Deputy-Speaker: Order, order. Now, I shall put the motion to vote.

The question is:

"That this House takes note of the Eleventh Report of the Union Public Service Commission for the period 1st April, 1960 to 31st March, 1961, together with the Government's Memorandum thereon, laid on the Table of the House on the 18th June, 1962."

The motion was adopted.

14.11 hrs.

MOTION RE: STATEMENT ON RAILWAY ACCIDENTS

The Minister of Railways (Shri Swaran Singh): I beg to move:

"That the statement regarding Railway accidents, laid on the Table of the House on the 9th August, 1962, be taken into consideration."

It may be recalled that there was a useful debate during the last session, in the course of which the position with regard to railway accidents was reviewed. Some general questions were raised, and some specific cases were also mentioned, and the House had an opportunity to examine the various factors that were involved in this important question of railway accidents.

Thereafter, a very unfortunate and tragic accident took place at Dumraon, and naturally the House feels agitated over that, and there is such a similar feeling in the country also. As I have already mentioned in the House, a regular judicial inquiry under the Commissions of Inquiry Act, has been instituted, and a retired High Court judge is presiding over that commission of inquiry. An hon. Member of this House is also a member of that commission of inquiry, and there is a technical member as well on that commission. As is customary and proper, it will perhaps be not proper

for us to go into the causes or the circumstances of that tragic accident, and we should await the result of the judicial inquiry. We are anxiously awaiting this, and I am sure the House is also anxiously looking forward to the report of that High judicial body that is looking into the Dumraon accident. We hope to be greatly benefited by an analysis of the causes and the remedies that they might suggest.

Some other accidents after the termination of the last session have taken place, and as desired by certain sections of the House, I have already placed on the Table of the House a detailed statement giving the particulars of those accidents, and I have also briefly indicated the causes, in so far as they have been ascertained and also the action taken against the defaulters who were found to be responsible as a result of inquiries.

I think that it will be useful, and will enable the House to offer comments usefully, if I were to give an analysis of these accidents that have taken place after the House dispersed at the end of the last session. This is contained, no doubt, in the statement, but I think that a brief analysis would be useful.

There were 15 such accidents between the period 23rd June 1962 and 3rd August, 1962. All of them were unfortunate, but the most unfortunate of them, as I have already indicated, was the one which took place at Dumraon on the night of 21st July, 1962. My sympathies and those of all other railwaymen go to the bereaved families and to those who were injured in these accidents.

Of the 15 cases shown in the statement, seven were of train collisions, of which three involved passenger trains; three other cases were of derailments, of which two involved passenger trains, one of these two resulting from the train running into a tree which had fallen on the track on account of strong winds, the remaining five accidents were of trains

running into road traffic at level-crossings, three of them being at unmanned level-crossings.

Of the total 72 dead and 164 injured, as mentioned in the statement which was laid on the Table of the House, seven were injured in accidents at unmanned level-crossings. If the casualties in the Dumraon accident were to be excluded, the total number of casualties in the remaining 11 accidents works out to one person killed and 80 injured. I mentioned here that, in the Dumraon accident, another two persons have unfortunately passed away, and now the death-roll stands at 73. I have already mentioned that, so far as the Dumraon accident is concerned, we have already constituted the commission of inquiry.

The House would like to understand, and would like to know, something of what is done to prevent the occurrence of accidents. What are the preventive measures that are adopted, and what is the general approach in dealing with this important matter? That, I think, is a matter of high importance, and as there are certain technical aspects of this, I would like to place, for the consideration of the House, a factual statement indicating the preventive measures that are taken from time to time.

Increasing emphasis has been laid on the improved maintenance of track, locomotives and rolling-stock. Apart from emphasis on proper maintenance of track and rolling-stock, the directions in which action to prevent accidents is aimed are twofold: (a) provision of technological aids to the staff to act as a safeguard against the possibility of human error, and (b) educating the staff in the correct methods of working and making them more safety-conscious. These are the two broad heads under which various preventive measures fall. I shall give some more particulars about these two important categories.

So far as the technological aids are concerned, these consist of provision of

[Shri Swaran Singh]

improved and modern technical devices such as:—

- (i) interlocking of points and signals so that until the correct road is set, the signals cannot be lowered;
- (ii) provision of modified interlocking at non-interlocked stations;
- (iii) raising of standard of interlocking to the required standard;
- (iv) fitting of detectors at non-interlocked stations;
- (v) provision of token instruments on single-line sections in replacement of paper line-clear;
- (vi) provision of last stop signal control through line-clear;
- (vii) provision of lock and block working on double-line sections;
- (viii) interlocking of important level-crossing gates with signals; and
- (ix) provision of track circuiting of certain sections and stations, so that when a certain portion of the line is obstructed, the signals controlling movement of such lines cannot be cleared.

It might be observed that the improvements mentioned above have been carried out progressively depending upon the importance of the section. In taking up the various works, priority has been given first to those sections where the traffic was comparatively high.

These are the technological aids about which I made mention a moment ago.

The other important aspect, to which the railway administrations

and the Railway Board attach the highest importance, is what may be described as the educative aspect. Whatever may be the technical aids provided, the best known safety device still remains a careful man. No matter how foolproof the technical aids which may be given to the staff for safe train passing, the chance of human error still remains the most important factor to be encountered. It is here that the educative aspect assumes vital importance. Railway administrations have kept this aim in the forefront and have been directing their endeavours along the necessary lines—I would now like to place before the House the action that has already been taken and is constantly taken in this direction.

(1) The closest possible personal contact is maintained by the officers and inspectors of districts and divisions with the staff on the lines who are concerned with train passing. These supervisory personnel make every use of the opportunity of personal contact in educating the staff in the whys and wherefores of the rules and in correcting wrong habits and tendencies to short-cut methods. I may mention that this temptation to adopt short-cut methods can be really strong and constant effort has to be made to create the right type of spirit so that this temptation is reduced and the desirability of following the rules strictly is always impressed upon the staff concerned.

(2) Educative propoganda in the form of pamphlets and posters, bringing out how short-cut methods and minor violations of rules may, in combination with other lapses, lead to serious accidents, is systematically disseminated to the staff.

(3) Each Railway Administration issues periodical bulletins in which important accidents and the lapses which led to those accidents are highlighted so that the staff learn from

the defaults of their erring colleagues. The official gazetteers of the railway administrations also carry slogans emphasising the vital importance of safety.

(4) In every important station and yard, accident prevention meetings are organised where the staff get together and discuss the recent accidents, their causes, and problems having a bearing on safe working.

(5) With a view to inculcate a healthy competitive spirit among staff, from the point of view of safe working, Safety Shields are awarded to stations, yards and divisions or districts which, over specific periods, show the best performance from the point of view of low incidence of accidents.

(6) To furnish a yet more direct psychological appeal, some films have recently been made in conjunction with the Ministry of Information and Broadcasting bringing into focus the fact that accidents are avoidable, if only the staff acted a little more carefully and vigilantly.

(7) Railway administrations provide initial courses on theoretical and practical training to all staff concerned with train passing. Even after the staff have been placed in working charge, refresher courses at regular intervals are provided to the staff in which there is special emphasis on the importance of safe working and prevention of accidents. Such training is imparted in centralised schools in each Railway Administration. In addition, for class IV staff, arrangements exist for imparting them training locally in schools organised at important junction stations near their stations of posting.

(8) A pilot project for screening the 'train passing' staff for safety-mindedness, by a process of psychological tests, is under examination of the Government at present. Such schemes exist in some foreign countries like Japan, France, and certain other countries. The utility of the

methods adopted in these countries is being studied.

(9) Tape-recorded lectures and discussions on the theme of safety and prevention of accidents are played back to groups of staff in important stations, yards and loco sheds.

So far as the preventive aspect is concerned, these are the directions in which action is already being taken. I would greatly welcome any suggestions from hon. Members for improving these, or adding other items to these important aspects of having recourse to technological aids which might help the railway administrations in making the educative process more effective.

Now, even with all the preventive measures and educative processes that might have been adopted and are still being adopted, accidents may happen. What does the administration do when accidents happen, apart from attending to the local difficulties that might be there? An important aspect which has been mentioned from time to time is to go very minutely into the causes of the accident which has happened, not only with a view to find out and fix the responsibility, which is important by itself, but more so with a view to find out what are the lessons to be learnt from that accident. In the newspapers and before the public—even before this hon. House—quite naturally only those accidents come for notice and criticism where human lives are involved, where people are injured or unfortunately some of them die. But the definition of 'accident' in railway parlance is a very wide one, and I think, rightly so, the object being that even the smallest lapse should be carefully scrutinised at various levels and by various bodies—sometimes it may be the district investigating committee or there may be a statutory authority to look into the causes of accidents and to suggest appropriate remedies. It is for this reason that the term 'accident' is defined to include a number of lapses which do not even come within the definition of

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accident as we normally understand it. For instance, a locomotive losing time above a certain limit, say, an hour or so, is also regarded as an accident and a proper investigation is held to find out the cause of that and the remedial action that is called for.

From time to time, detailed statements have been placed on the Table of the House. These statements have been supplied to hon. Members along with the budget papers, giving an analysis of the total number of accidents and also a further analysis indicating the various categories under which these accidents fall. It is not my intention to refer to those documents because, I presume, hon. Members have already studied them and have drawn their own conclusions. What I intend to do is to give a clarification with regard to the number of accidents in, for instance, 1961-62 or 1960-61 which might run into 9,000 or even 10,000....

Shri Harish Chandra Mathur (Jalore): It is about 3,000 or so.

Shri Swaran Singh: That is a different category. If you look at the printed pamphlets which were circulated, it runs to as much as that.

Shri S. M. Banerjee (Kanpur): 9,000.

Shri Swaran Singh: 9,000, 9,500—like that. More than 70 per cent of these are of other categories; for instance, some stray cattle coming on the track and being killed, trespassers being injured, or some coupling falling on the way, or some locomotive losing time and the like.

My point in stressing these figures and the various categories under which these accidents fall is to remove any feeling that might exist that we adopt any hush-hush policy with regard to this. If I may say so, we are rather more communicative than would be the case if it were a purely commercial organisation, because we try to place each and every aspect

before this Parliament and before the country, so that the whole matter might be viewed in the correct and proper perspective.

Out of this total number of cases that are termed as accidents we have to see certain aspects, particularly with a view to find out as to whether there is any alarming trend towards increase, whether it is more or less of a recurring nature or whether it involves problems we are grappling with and have not yet completely surmounted the difficulties that confront us. These are important considerations, and it is with a view to finding answers to these that we can have a look at the relevant figures and the attendant circumstances in respect of the accidents that have recently happened.

I would therefore crave the indulgence of the House to refer to one or two things in this regard. It is necessary, because, unfortunately, a scare is sought to be created as if there is an alarming increase either in the nature of these accidents or in their frequency. Each accident, as I remarked on the last occasion, is bad; but still we should view it in the proper perspective and not take an unduly alarmist view of it. Otherwise, we will not be able to tackle the problem. And, tackling the problem is more important than merely trying to find out the various people who might be responsible, or to get into, what may be described as, the punitive aspect.

As I ventured to explain, it is not my intention to give the total number of accidents of what are of a minor character which, in the railway parlance, are important from the point of view of investigation, so that Railways might draw conclusions from those investigations. I have got with me here comparative figures for three years of accidents affecting public safety, namely, train collisions, derailments, trains running into road traffic at level crossings, and fire in trains, during the years 1959-60, 1960-

61 and 1961-62. The total numbers of these accidents for these three years are as follows:

1959-60	1,997
1960-61	2,131
1961-62	1,954

These are the numbers of accidents during each of the years which deserve special mention and special notice. And this is out of the total of about nine or ten thousand, which is described in the printed documents as the total number of accidents on the Railways, in a year.

Shri Sivamurthi Swamy (Koppal): May we know the numbers of human lives involved in these?

Shri Swaran Singh: I will give those figures. So far as these three years are concerned, I will give the figures under these various heads (including passenger trains, other trains and light engines).

Train collisions :

1959-60	111 accidents involving 9 deaths
1960-61	130 accidents involving 30 deaths.
1961-62 (Provisional figures)	124 accidents involving 17 deaths.

Derailments :

1959-60	1,456 accidents involving 6 deaths.
1960-61	1,415 accidents involving 12 deaths
1961-62 (Provisional figures)	1,433 accidents involving 122 deaths (including two serious cases of train wrecking).

The number of accidents, if anything, is slightly on the decrease on the whole.

Trains running into road traffic at level crossings:

1951-60	127 accidents involving no death *
1960-61	181 accidents involving one death *
1961-62	161 accidents involving one death *

(* shown the number of passengers and not other persons in the road vehicles etc.)

Fires in trains :

1959-60	303 accidents involving no death
1960-61	405 accidents involving one death
1961-62	236 accidents involving one death

These figures will show that in 1961-62 the accidents showed a downward trend.

The trend relatively during the recent period, that is January to June 1962, has been as under as compared to the corresponding period of the previous years. This will also be of interest to hon. Members, because from these figures they will be able to judge for themselves I will give figures for the first six months (January to June) for last year as well as for the current year:

Collisions :

1961 .	52
1962 .	53

That is, there is an increase of one during this six-monthly period.

Derailments :

1961 .	646
1962 .	636

That is, a decrease of ten derailments during this six-monthly period.

Trains running into road traffic at level crossings:

Last year	105
This year	119

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There is an increase of 14.

Fires in trains:

Last year the figure was 207, and this year, luckily, there have been only 140. So, there is a decrease of 67.

And, if we take the total, last year it was 1,010 and this year 948. That is, a total decrease of 62.

I am citing these figures, not with a view to create an impression that the Railway Administration is satisfied with what is being done—I want to assure the House that I myself feel that a lot more has to be done—but to suggest that it will not perhaps be quite fair to persist in creating an impression as if there is a rising trend in this direction. We must remember that from year to year the actual quantum of traffic is increasing: the number of trains running on the same track is increasing every year.

An Hon. Member: Number of deaths also.

Shri Swaran Singh: There is an increase in the number of trains, in the number of passenger trains as well as goods trains.

Before I close, I would also give figures about the total size of the problem which the Railways are handling.

Now, Sir, there is one recognised method of calculating, in a statistical manner, the safety factor, as they call it. It is done all the world over and by foreign Railways. And this has been, every year, gone into by the Indian Railways also. It might interest the House to know that, so far as foreign countries are concerned, they also make presentation of, what may be described as, safety factors, and they present them somewhat in this form. The latest figures, authentic figures, available with us, are for 1958 for two highly develop-

ed countries, namely, Great Britain and the United States of America. In the year 1958, the passenger casualties in train collisions and derailments per billion passenger miles—this is the way it is expressed, that is, 100 crores of miles travelled by a passenger; if that were the factor, then what is the number of persons killed and injured and total casualties—are as follows. It will be seen that in British Railways the figure for the year 1958 was 1 killed, 43 injured, total casualties 44, expressed in terms of per billion, 1,000 million, passenger miles. In the United States of America it was 2 killed, 20 injured; total casualties 22. This is an absolute figure, but this is expressed as I have attempted to say . . .

Shri Kashi Ram Gupta (Alwar): What is the intention in comparing these figures with America and Britain?

Shri Surendranath Dwivedy (Kendrapara): He takes inspiration from them.

Shri Swaran Singh: The object in comparing these figures is to see whether the incidence of these accidents on our railways is very much higher or lower, or how it compares with other railways.

Shri Kashi Ram Gupta: But circumstances are quite different there and here. We cannot compare.

Shri Swaran Singh: We can take into consideration the difference between the working conditions, but still one should not feel upset merely to see how these figures work out.

The comparative figure for India for the same year, 1958-59 was 1.04 as compared to 1 in Great Britain and 2 in the United States; 3.44 as compared to 43 in Great Britain and 20 in the United States; and 9.48 as compared to 44 in the British Railways and 22 in the U.S. Railways.

Railway Accidents

I am not saying that that is a yardstick and that it is a complete answer, but let us not shut our eyes to the hazards to which railways are exposed all the world over. We should by all means try to find fault to the extent to which that fault may be there, but let us not raise a scare and let us not view the thing in an alarmist sort of background.

I wanted to place before the hon. House the way that we are trying to tackle this problem, both long-range and short-range. So far as the long-range way is concerned, it might be recalled that in 1961, towards the end of last year, there was a full dress debate here on accidents, some of them very tragic, that took place last year, and it was announced that the whole question should be gone into by a committee presided over by Dr. Hriday Nath Kunzru. That committee, unfortunately, could not start work immediately for a variety of reasons, including the general elections that intervened, because there were a number of Members of Parliament on that committee. Dr. Kunzru went abroad and returned. They have already held a meeting and prepared the questionnaire. Technical assessment and technical appraisal of a fairly large number of accidents has already been done by the Committee, and it is hoped that an interim report may be available, which might be helpful.

Shri D. C. Sharma (Gurdaspur): An accident has happened to those Members also as some of them have not been returned!

Shri Swaran Singh: Those are the games in democracy, and some people come and some do not come, but still they are good public men, both from the Opposition and from our side, and I did not have the heart to suggest even remotely that they might cease to be associated with the Committee. There was, for instance, **Shri T. B. Vittal Rao** from the Opposition Benches. There is another Member,

Shri N. R. Muniswamy, and the Chairman himself, **Dr. Kunzru**. Although they are no longer Member of Parliament, they are all public men of considerable...

Shri Hanumanthaiya (Banaglore City): They have greater time at their disposal now!

Shri Swaran Singh: My learned colleague rightly points out that perhaps they have more time at their disposal now and can attend to this work with greater attention. But there are Members of the House also who are in that committee, and let us not even by implication suggest that they cannot find enough time.

Therefore, that is how we are trying to take a long-range view of the thing, and trying to find out the basic causes and the steps that might be taken to minimise the hazard which is involved in these accidents. Maybe something is missing in the administration, and such enquiries are useful.

It is very interesting to note that sometimes a lot of pressure is built up for the holding of enquiries; sometimes they are long-range enquiries, sometimes judicial enquiries. But when these committees are constituted, very uncharitably another argument is put forward, that this is an easy way of explaining away things, that instead of grappling with the problem, it is an easy line to constitute a committee of enquiry or a committee to go into the causes. I submit that is not a correct way. These are problems, difficult problems, and they have to be grappled with both in the long run and in the short run.

When accidents happen, as I said a moment ago, a very detailed enquiry is held, and on the issue which I am going to touch upon now, there is some difference of opinion, that is the punitive aspect, but I think that it is very important that with all the educative processes through which you might put your staff, with all the

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preventive measures of a technological nature and the like that you might adopt to increase the safety factor, those people who might be held responsible for dereliction of duty or of failure in the discharge of their normal functions, must face the consequences. I have detailed in this very statement which I placed on the Table of the House indicating the action that has been taken against or is proposed to be taken against the defaulters. As the House is no doubt aware, the taking of departmental action does take time, with the giving of notices and the like, but still instructions have been issued that these cases should be expeditiously disposed of, and a time limit of three months has been placed for completing all stages of disciplinary actions.

The House would like to get some information about the punitive action that has been taken against those employees who were found to be responsible for dereliction of duty or for gross negligence. While, no doubt, as pointed out above the main emphasis is on educating the staff in correct methods, those of the staff who indulge in unsafe and incorrect working are not allowed to go unpunished. Deterrent punishments are awarded to the staff found to blame for violating the rules, even though in some cases such violations may not have actually resulted in an accident. An analysis of the nature of the disciplinary action taken against the staff held responsible for causing train accidents during the years 1960-61 and 1961-62 shows the following:

Total number of staff punished:

	1961-62	1,648
	1960-61	1,408
Removal from service	1961-62	142
	1960-61	49
Reduced to lower grades :	1961-62	156
	1960-61	107
Reduced in the same grade :	1961-62	29
	1960-61	52

Withholding of increments for various periods :	1961-62	979
	1960-61	832
	1961-62	1960-61
Withholding of promotions	8	6
Lesser punishment (Fines or forfeiture of allowances, withholding of passes and P.T.Os, censured or warned)	334	362

I have already mentioned that these cases have to be promptly and expeditiously disposed of. It might be interesting to the House to know that these disciplinary cases are, in fact been expeditiously disposed of. The total number of accidents in the year 1961-62 in which action was started was 3,938 and the number of cases finalised within three months was 2,571 which shows that expeditious and quick disciplinary action was taken in those cases where the responsibility can be fixed upon the defaulters and upon those who might be concerned in this.

This is the picture so far as the broad question of accidents is concerned. Now, it is very painful for all of us, and to me personally, to read of news about train accidents. It is more painful than other accidents, because one is vitally concerned and the impact upon the mind also is pretty heavy. But, when we talk of these figures and the like, we should always keep in our mind the size of the railway system and the size of the effort that is being put in by the railways, so that these figures which might otherwise appear to be pretty large fall in the proper perspective.

These figures are known, but they deserve being mentioned again so that we might have a proper idea of the total size of the effort that is being put in by the railways. Extending over a route mileage of 34,950 miles and a track mileage of 52,013 miles, the Indian Government Railways

operate 10,629 locomotives, 28,009 coaching vehicles and 309,344 (Units) goods wagons. They run every day about 4,500 passenger trains and 3,000 goods trains. An idea of the gigantic nature of work performed by the Railways can be had from the fact that the Indian Railways operate annually 133 million of passenger train miles and 113 million of goods train miles. About 4.5 million passengers travel every day on the Indian Railways. There are about 6,500 railway stations scattered all over India, ranging from simple flag stations with an ordinary rail level platform to gigantic stations like Bombay V.T. More than 11 lakh railwaymen work in different parts of the country under varying climatic and seasonal conditions to keep 7,500 trains moving daily all over the country. With the day-to-day operations of the railways spread over such an extensive area and performed by such a large number of people, with equipment of varying degrees of complexity, it is not wholly possible to eliminate all accidents.

Mr. Deputy-Speaker: Motion moved:

"That the statement regarding Railway accidents, laid on the Table of the House on the 9th August, 1962, be taken into consideration."

I think there should be a time limit of 15 minutes for each speaker fixed.

Shrimati Renuka Ray (Malda): One hour has already been taken up. The time should be extended.

Mr. Deputy-Speaker: Fifteen minutes for each Member. Shri Dinen Bhattacharya.

Shri Dinen Bhattacharya (Serampore): Mr. Deputy-Speaker, Sir, it would have been better for us to participate in the debate if the figures which have just now been given by the hon. Minister had been circulated beforehand. To be, at least, every-

thing has been jumbled up. It is not possible for me, just now, to make any observation on the points and the figures which have been given by the hon. Minister.

Attempts have been made on behalf of the Minister to state that the situation is not so alarming. But, I would request the hon. Minister to mix up with the ordinary people outside this House and watch their impression. The whole country is terribly afraid of the situation. The whole country is panicky. You hear of accidents daily.

Just now we are discussing here and the hon. Minister is trying to prove by some figures that the situation is improving, here is the news published in the Indian Express of today that yesternight at about 9:47 p.m. while the 22 Up Deluxe Express which left New Delhi last evening reached near Morena, it jumped from the rail. There was a serious accident and the line has not yet been cleared, I think. Nowadays, you will find that not a single passenger, while undertaking a journey by train, can put any confidence in the safe termination of his journey. He is always in constant fear that there might be a chance of an accident.

The hon. Minister has finished his duty just now by giving a settlement. He has also expressed his sorrow for the accidents and for the persons who succumbed to the injuries due to the accidents. But, is that all that our country expects from a Minister who is, ultimately, responsible for the whole management of the Railways?

The hon. Minister has laid on the Table of the House a statement and he has just now given some figures. I am dealing with the statement which he laid on the Table of the House a few days back. He has referred to only 15 accidents within a period of 41 days, from 23rd June to 3rd August, 1962. In these accidents, 72 died—and now the figure will be 74 be-

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cause 2 have been added later. While stating what actions were taken, for dereliction of duty or laxity in duty, against persons who were responsible for the accidents, you see a very funny thing. Our Minister and the Railway department are very enthusiastic to take action against persons for lapses in duty and they do not even excuse dead men.

If you see the report, you will find that on 27-6-1962, while BR Up mixed train was on the run between Kuar-munda and Birmitrapur stations, the train engine along with 5 empty wagons next to engine derailed. (S.E. Railway). And, in the next column, action taken, you will find it written, 'Driver killed', and the accident took place due to excessive speed. So, we are very very thankful for the excessive enthusiasm of our Ministry to take action even against a dead man.

Sardar Swaran Singh: May I clarify this, Sir, as this has been referred to? I am sorry. I am sorry for that slip in typing. What was intended to be conveyed was that no action could be taken as the driver was unfortunately killed. . . . (Interruptions).

15 hrs.

Shri Dinen Bhattacharya: In the last Lok Sabha also there had been long and heated discussions on this very subject in last November scathing criticisms were made by Members from both sides and some concrete suggestions were also given. After the conclusion of the debate, the then hon. Railway Minister gave the same assurances about the safety measures and the action proposed to be taken to avoid accidents that are now being given. But in practice the situation has not improved and whatever may be the figures placed here, in reality accident has become a daily feature. Every day in the morning when you open a newspaper, you see somewhere an engine has derailed or a

collision has taken place or some sort of accident had taken place. That is why the whole nation has been alarmed over the present state of affairs in the railway department. Something must be done to check this immediately.

After the last general elections there was a change in the Ministry and a new Cabinet was formed. When hon. Shri Swaran Singh took over the railways people felt that there would be some sort of change in the matter. But the actual performance within this short period has belied all the expectations and perhaps that were cherished by the people. Fares have been increased while amenities have in no way improved; the safety of the journey has not been guaranteed. The number of accidents is increasing. It is impossible to reduce them so long as the policy and attitude of the Railway Ministry are not basically changed and it is functioning in a stereotyped and bureaucratic way, in the traditional way in which the Britishers were functioning in the old days. That is why so many fatal accidents are taking place. An increase in the tonne mileage of freight and the carrying capacity of passengers has been brought about without a corresponding and proportionate increase in the railway staff; in these circumstances the recurrence of accidents and fall in efficiency are inevitable. This has been discussed several times and every year during the budget discussion it is pointed out that the railwaymen are under-staffed and overworked in the lines and locosheds and workshops and it not very unnatural on their part to commit an error. The report of the Ministry presented before the budget discussion states that 68.8 per cent. of accidents are due to engine failures and failures of rolling stock. Is it not because of improper and inadequate maintenance and repairs? Enough was said during the last Budget and some trade unions also

brought the innumerable facts to the notice of the railway authorities but no change was effected and as a result the accidents went up and there is seldom a day without a railway accident. Today when science and technology are so predominant, it is beyond our conception to imagine the Dumaraon accident. The hon. Minister has stated that there is a judicial enquiry and we must not refer to that matter in detail. I do not want to say much on that. But, Sir, how could it happen? The goods train was lying there; it was brought from the up main to the down main line. It was lying there for one hour. In spite of that the clearing signal was given to the ill-fated Amritsar Mail. In the meantime it appears from the newspaper reports that attempts were made to put the blame on the unfortunate cabinman. What was the control doing? The goods train could not be brought to the down main line without the clear instructions from the Control?

Shri Hanumanthaiya: Who was responsible?

Shri Dinen Bhattacharya: I do not know; the enquiry is going on. I am making my observations from the newspaper reports.

Shri Hanumanthaiya: How do you say that the cabinman is unfortunate?

Shri Dinen Bhattacharya: From the reports in the newspapers it appeared to me and that is why I am giving expression to my views; I am not putting the blame on anybody.....
(Interruptions.)

Shrimati Renuka Ray: Could he refer to the details of the case when it is under investigation?

Mr. Deputy-Speaker: The hon. Member should avoid matters which are *sub-judice*.

Dr. M. S. Aney (Nagpur): Will it not be proper to put down the issues which the Commission of enquiry could go into? He can put down the

issues which he wants to be adjudicated by the tribunal. To that extent, I think he can go.

Shri Dinen Bhattacharya: Some suggestions regarding safety measures have been given here. As a layman it is not possible for me to make useful observations on the measures suggested. But I know the history of the railways to some extent and so many assurances were given in the past and some enquiry committees were also set up to enquire about certain accidents. Some departmental enquiries were held and some good suggestions were given. How many of the suggestions and recommendations of the enquiry committees which were set up in the past have been implemented? An overall enquiry committee is needed, not only in respect of accidents, but for a total and thorough enquiry into the railway's functioning so that Parliament and the country may know where the disease lies and so that we can suggest some measures to check this sort of accidents happening regularly. Certain figures were given in the statement and it was said that accidents of minor nature were not mentioned here. Only last week, near Calcutta, at Dum Dum, a peculiar accident took place. Fortunately, it took place at the dead of night, otherwise there would have been catastrophe. Had the accident happened in the day-time, hundreds of lives would have been lost. You know there is a bridge just on one of the main thoroughfares of Dum Dum, the engine of a goods train, pushed against a buffer. There was a ditch or a pit on the bridge and the engine fell down headlong into that ditch, and the head of the engine touched the road under the bridge. The road was blocked for so many hours. This type of accidents also takes place. Is it of a minor nature? If I pass by the road, there is a chance of my being a victim of a railway accident without being a passenger of the train. This is the situation.

Mr. Deputy-Speaker: The hon. Member's time is up. 15 minutes are over.

Accidents

Shri Dinen Bhattacharya: I shall finish very shortly. I have two or three things to say. We have heard of unmanned gates. In my area, on the Howrah-Burdwan section, you will find unfenced railway lines. Since the introduction of the electric traction, every day there are many cases of run-over. I know that the railway is not directly responsible for this. But can I not demand that there should be fencing at least in those places which are thickly populated so that there may not be any case of run-over? This is my suggestion and it must be looked into.

The Deputy Minister in the Ministry of Railways (Shri Shah Nawaz Khan): What happened to the fencing that the railway had put up?

Shri Dinen Bhattacharya: There is no fencing. You go there and you will see that I am correct. I live in that area and I know there is no fencing there. You know what the situation is, after the introduction of electric traction. The electric trains come without much sound and the people want to catch the train earlier and very often fall victims to the train accidents. That is why fencing is necessary.

Another thing to which I should like to invite your attention is this. I was saying about the work-load of railway men. I had in my mind the situation of the cabins at Serampore. You will admit that it is the busiest line. There, just three men have to manage the whole affair. There are four main lines, up and down. One cabin-man has to attend to duty for eight hours and it is physically impossible for a single cabin-man to manage four lines. That should be looked into. I hope the hon. Minister will enquire into it and see that things are improved there.

I have heard the analysis and explanation of the statement given by the hon. Minister. I do not know how the people will be satisfied with this statement. But I am not certainly satisfied. That is why I humbly

suggest that our to do justice to the departed souls who fell victims to the accidents under his regime, to give some consolation to the bereaved families, and to keep up the democratic traditions which were created when there were major accidents and Shri Lal Bahadur Shastri the then Railway Minister resigned. That step should be followed by our existing hon. Minister of Railways. I know that the resignation of the Minister is not a panacea, but at least our democratic tradition will be maintained by his resignation. With these few words, I conclude.

Shri Harish Chandra Mathur: Mr. Deputy-Speaker, Sir, we discussed the railway accidents exclusively for two hours during the last session. Now again we are discussing them for five hours. It gives me no satisfaction to abuse or criticise the Railway Ministry or the administration or to shout at the Minister to resign when a major accident occurs and quote Shri Lal Bahadur Shastri's example. If you were to follow that advice, I think each one of us will have a turn to become the Railway Minister!

As a matter of fact, I think nobody must be feeling more unhappy than the railway administration and the Railway Minister himself at the rate of accidents which we are having though in the context in which he presented the entire picture, the Railway Minister wanted to give us the facts and figures to appreciate that nothing abnormal has happened during this period or during this year, and to show that the number of serious accidents and the number of casualties almost remains the same from year to year.

It may be construed from his speech that the state of affairs has to an extent improved, because, though the number of accidents remains almost at the same level, the number of trains which have been introduced and the traffic which is being carried on are much higher and larger. They are rising from year to year.

The hon. Minister also quoted certain figures from the U.K. and the U.S.A. to indicate that we compare quite favourably. I accept all that, though some hon. friends on this side pointed out that conditions in the U.K. and the U.S.A. are not comparable. I do not know in what respect, except that in the U.K. and the U.S.A. they have got highly mechanised things; they have opportunities to improve and they have opportunities for better training and, if in spite of better mechanism and better training, the number of accidents is still larger, the railways can with some justification claim credit on a comparative basis. But I do not know if the hon. Minister realises that even in the U.S.A. the rate of delinquency is three times more than in this country. If you were to take into account the figures for crime or juvenile delinquency in the U.S.A., you will find that there is nothing for us to compare with more prosperous countries where there is a lesser sense of responsibility. I think these comparisons are not very satisfactory and are invidious.

Apart from that, I would like the hon. Minister to tell us what the comparative position from year to year is, and what the comparative position with other countries is. May I ask him this square question: whether he is satisfied that the present position is inevitable, that there is not much scope for improvement and that whatever improvement was possible has been attended to. Is he himself satisfied with it? I want to know whether he is satisfied that all the necessary steps which could possibly be taken have already been taken. I think he will not be able to say that I will not go into these numerous accidents. Of course it is important to have an overall picture.

But I will only deal with those serious accidents of collision, averted collisions, derailments, etc. and try to impress upon the Minister that these are due to causes which, to a very great extent are avoidable. But my view is that we will not get a

correct position if we just examine only one picture of the railway administration, i.e. regarding accidents. My feeling is that accidents are just a symptom of a deeper malady, a deeper disease, from which the organisation is suffering. It is not as if everything else on the railway administration is going on very well and it is only on this particular aspect of accidents that something is really wrong. So what is necessary is not only a probe into these accidents, but to examine the entire working of the railway administration, what it is suffering from and what can be done about it.

There are certain factors which have to be taken note of. The railway administration has been burdened with ever-increasing responsibilities. The other day, I asked a question of the Railway Minister as to what was the work load on each zonal railway. The zonal railways had been carved out on certain standards and their efficiency bureau had submitted a report that each zone has got a particular work load of 160 units and when they found that the load was a little more, they bifurcated the railways. But according to the figures submitted by the Minister in answer to my question, I find that the work load on almost each railway zone is much beyond what the efficiency bureau would consider the level at which they will be able to function efficiently. It is much more and it is going to be much more during the third Plan, when the freight traffic is going to be almost doubled. We have not been told in this House as to how the railway administration is tackling this. This is bound to have an effect on the working of the railway administration. We must be taken into confidence.

I am myself, at the present juncture, not prepared to say much on this subject. The Railway Minister was kind enough to send me the information and material which I had asked for. He was good enough even to offer to me the assistance of some of his officers to let me understand

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the subject more deeply. I am making a little study of the subject and I shall be able to ask for further assistance and material on the subject. But it is obvious to me that the working of the entire organisation has got to be examined in the context of various things.

Talking exclusively about railway accidents, I would submit that the Minister should examine one particular aspect. He has given us an over-all picture that the number of railway accidents is just the same from year to year. But if he makes a deeper probe, he will find that in a railway zone which has taken certain important steps, there has been a considerable fall in the number of accidents. There are certain other zones where the number has increased. I would like the Minister to give us the break-up of these railway accidents on each zone so that we may see whether the number of accidents is even on all the zones or whether the performance of certain zones has gone up and of certain others has gone down.

If my information is correct that the performance of certain railway zones has gone down, it is easily understandable that if the management is tightened and if there is a really sound man at the top, he will be able to improve the state of affairs. If you have a man who takes a *faissez faire* attitude or a routine attitude, in the matter, the number of accidents goes up. So, I feel that the first thing to be done is administrative tightening up and administrative efficiency. If you have the right man at the right place and if you give him proper authority to function freely and take immediate steps at the proper time, he will be able definitely to give you a much better account.

I am concerned only with giving certain suggestions to the Minister, so that he may be able to improve the railways. He should get periodic reports from each railway zone and

see that each General Manager is made to feel that he is under the direct eye of the Railway Minister. Each General Manager should apply the same principle to the Divisional Superintendents. I do not want that in the annual reports written by the General Managers about the Divisional Superintendents, they should only pass remarks about their promotion. I want that in the annual report of a Divisional Superintendent, entries should be made as to how he has conducted himself and what is the state of affairs of that particular division during a particular period when he was there, whether he has taken any personal interest in taking effective steps to see that the number of accidents goes down and efficiency increases. He must not be removed for at least three years. He must be permitted to stay there for a longer time so that he will be able to give a good account of his performance. If you transfer a man after six months, 1 year or 1 1/2 years, you cannot hold him responsible. I believe posts higher than Divisional Superintendent are selection posts. So, these promotions should go to those people who really give a first class performance of their division and not just in the ordinary and natural course. If the Divisional Superintendent knows that his future career is tied down to the performance which he gives of his particular division from year to year. I am sure he will take a personal interest in the matter.

I would also like to appeal to the Minister to strengthen the inspectorate. You will remember, Mr. Deputy-Speaker, that even in the Rajya Sabha I raised this point times without number regarding the Inspector of Railways. There was a move from the Railway Board to take over the Inspector of Railways from the Ministry of Transport under their direct control. I protested against it; I put question after question and eventually while Shri Lal Bahadur Shastri was Railway Minister, he agreed and they gave up that pro-

posal, so that the Inspector of Railways will continue to be under the Ministry of Transport and he could have an independent checking on the railways. That has happened. But, unfortunately, what I find is that his authority has been very considerably diluted. He does not make any impact as before. His inspections are not given that weight and that importance which they used to carry at an earlier time. This is something very wrong.

Mr. Deputy-Speaker: The hon. Member should try to conclude now.

Shri Harish Chandra Mathur: Sir, five hours have been allotted for this discussion. I will take another ten minutes.

Shri Sonavane (Pandharpur): He has got many points.

Mr. Deputy-Speaker: He has already taken 15 minutes.

Shri Harish Chandra Mathur: Sir, I would not like to repeat the causes which have been detailed by the hon. Minister for Railways. But, if you just divide the causes you will find that they fall into three categories. Firstly, as I said, there is the human failure. Secondly, there are the defects in the mechanical equipments and devices. One thing is very clear in my mind, that so far as the mechanical equipments and their maintenance are concerned, never before were our standards lower than they are today. This is reflected in every aspect of the administration. The maintenance is at its lowest. The mechanical equipments and the mechanical devices which are available to the railways are not maintained properly. It is not due to any lack of funds, but it is actually due to the lack of utilisation of the funds. Let the hon. Minister deny and say that the funds are used in full. They have not been able to utilise the funds that this Parliament has sanctioned. I do not think the Parliament would hesitate even for a moment to give them another Rs. 5 crores or Rs. 10

crores if that is necessary to provide all the necessary equipments to prevent the occurrence of these accidents.

The third thing is the human factor. As I told you, my hon. friend has mentioned about training. Training is absolutely essential. But, disciplinary action, as he said, is equally necessary. There should be power to take immediate disciplinary action on the spot. I do not know why the General Managers whom we pay Rs. 3,500, who are the senior-most men, are not given such powers.

Shri A. P. Sharma (Buxar): They have the powers to deal with these cases.

Shri Harish Chandra Mathur: They have not got the powers; that is the unfortunate fact. I would say that even the Divisional Superintendents, with this increase in the work load, should be made chota General Managers and they must also be given the authority to take immediate action and inject a sense of urgency in the minds of the people.

Regarding the drivers who are primarily to play a very important role in the working of the Railways, I want to point out one thing. Previously, well, I was concerned with the small State of Jodhpur. Though it used to be the fourth largest princely State in India, we had a railway of only 1400 miles. During those days every driver had a sort of attachment with the engine which he was driving. You must inculcate into these drivers a sort of personal attachment for the locomotive which he is manning and he must be made to take care of that locomotive. He will respond to that, but we have not inculcated the right psychology and the right background to our men who are directly concerned with it.

Well, Mr. Deputy-Speaker, I have various other points to make, but in due deference to your wishes and because there are many other hon. Members who would like to participate in this discussion I close my speech.

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श्रीमती वसंत कुबरी (कंसरगंज) :
उपाध्यक्ष महोदय, भारतीय रेलवे में हुई दुर्घटनाएं, जिन पर आज इस सदन में वाद-विवाद हो रहा है, बड़ी ही दुःखद हैं। जैसा कि सभी को ज्ञात है, पिछले दो महीनों में कितनी ही रेल-दुर्घटनाएं हुईं, जिन में करीब १५० व्यक्ति हताहत हुए और न मालूम कितने लोगों को इन दुर्घटनाओं के द्वारा क्षति पहुंची।

इन में सबसे भयंकर दुर्घटना ३० जुलाई, १९६२ ई० को पिटार के इमराव स्टेशन पर अमृतसर-दुधड़ा मेल के एक खड़ी मालगाड़ी से टकरा जाने से हुई जिस में अनेकों महिलाओं के माथे का सिंदूर धुल गया और न मालूम कितने माता-पिता अपनी प्रिय मन्तानों से सदैव के लिए हाथ धो बैठे। इस के प्रतिरक्त दोनों इंजनों और डिब्बों के चकनाचूर हो जाने से देश की लाखों रुपये की हानि हुई। इस तरह हम देखते हैं कि गत दो महीनों में इतनी ट्रेन दुर्घटनाएं हो चुकी हैं कि जिन का औसत हर चौथे दिन एक दुर्घटना का होता है।

गत १० अगस्त को भी उत्तर प्रदेश में नल्हीर स्टेशन के पास एक और दुर्घटना हुई; जिस में रेल के २२ डिब्बे उलट गये और फलस्वरूप १२ घंटे के लिए यातायात ठप रहा। परन्तु इस दुर्घटना में कुशल यह रही कि मालगाड़ी ही के डिब्बे उलटे।

इन दुर्घटनाओं से देश के धन-जन को कितनी हानि पहुंचती है, यह किसी से छिपा नहीं है। हमारी सरकार हर एक दुर्घटना पर एक जांच-आयोग नियुक्त कर देती है। बहुत से आयोग बिठाये गये, परन्तु रेल दुर्घटनाएं दिन-प्रति-दिन बराबर बढ़ती ही जा रही हैं। सरकार और रेलवे मंत्रालय का मुख्य कर्तव्य है कि वे इन दुर्घटनाओं को रोकने का प्रयत्न करें। वे दुर्घटना हो जाने पर केवल जांच आयोग नियुक्त कर के संतोष न कर लें, बल्कि इन ट्रेन-दुर्घटनाओं को रोकें।

दुर्घटनाएं प्रायः रेलवे कर्मचारियों की लापरवाही के कारण होती हैं, जिस का मुख्य कारण शासन का ढीलापन है। यदि शासक ढीला है, तो यह स्वाभाविक है कि कर्मचारीगण भी ढीले हो जायेंगे और काम खराब होगा। इस लिए मेरा कहना है कि जांच के पश्चात् जो कर्मचारी दोषी पाये जायें, उनको बिना किसी भेद-भाव के कड़े से कड़ा दंड मिलना चाहिए, क्योंकि उन की जरा सी लापरवाही के कारण हजारों व्यक्तियों का जीवन तथा धन खतरे में पड़ जाता है।

उपाध्यक्ष महोदय, इन दुर्घटनाओं की जिम्मेदारी से, जो इतने भयंकर रूप में और इतनी अधिक संख्या में हो रही हैं, रेल मंत्री महोदय अपने को कदापि मुक्त नहीं कह सकते। जब रेलवे का प्रबन्ध हमारे रेल मंत्री महोदय को सौंपा गया, तो यह आशा थी कि उन के शासन-काल में इस विभाग का कार्य मुचारु रूप से चलेगा और उन्नति करेगा, परन्तु हमें यह कहने में दुःख है कि हमारी आशाएं निराशाओं में परिणत हो गई और आज आये-दिन रेल-दुर्घटनाएं हो रही।

अब मैं इस विषय पर अधिक न कह कर अन्त में केवल इतना ही कहना चाहती हूँ कि यदि हमारे रेल मंत्री महोदय किसी कारणवश यह कार्य-भार मुचारु रूप से सम्हालने में असमर्थ हैं, तो उन्हें सर्वथा यही उचित है कि वह स्वयं त्यागपत्र दे कर मुक्त हो जायें, ताकि किसी अन्य मंत्री द्वारा यह कार्य ठीक तौर से किया जा सके।

Shri Hanumanthaiya: Sir, as my hon. friend Shri Harish Chandra Mathur said, it is very difficult to make all the points one has in his mind during the course of 15 minutes. Nevertheless, we have to do it. I would, therefore, take only one point. That point, though it was in my mind,

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came up very prominently when the hon. Member belonging to the Communist Party opened the debate by already preparing a sort of defence in advance for some categories of railwaymen. As the hon. Railway Minister says, there are 11 lakhs of railways organised into various sectors. There is the sector of management, consisting of the officers of the Railway Board and others, Divisional Managers and upwards. There is a large percentage of railwaymen called railway labourers, organised under various names in various zones. I do not make any distinction between the political affiliations of these organised railwaymen. For the purpose of this debate, I would call them organised labour.

Every one of us is very enthusiastic in blaming the Ministers, the Government, as is easily done. Besides, they are before our eyes. That is the temptation. Whenever we make criticisms or suggestions, they must be, as I have been pleading, on non-partisan basis and in an objective manner so that our administration may improve and the safety and well-being of our people is guaranteed.

This House has passed several legislative enactments, guaranteeing all kinds of rights and amenities to organised labour. I was one of the Members of the Provisional Parliament which passed innumerable laws in this direction. Then we were all happy that we were able to concede so many rights and amenities to organised labour. A time has now come for us to consider whether organised labour has come up to our expectations in the matter of discharging its duties. Many a time organised labour is found to be more interested in trade unionism than in the welfare of the railways, in the proper and efficient management of the railways or in the people at large.

The slogan of the trade union and the political party of my hon. friend, Shri Bhattacharya, is "workers of the world, unite". Against whom? Against the common man. Whenever they

ask for increase in their emoluments, or guarantee for their rights or safeguards against punishment or victimisation, as they call it, in a way, they will be uniting themselves against the common man. I have hardly listened to a speech on the floor of this House, fixing the responsibility squarely on the organised labour. Not that the others are entirely free from responsibility. If Ministers are responsible, if the Railway Board is responsible, much more responsible is organised labour, specially in a socialist pattern of society. Because in a socialist pattern of society the masters are also the people who work. It is also their responsibility. Therefore, let nobody run away with the impression that it is the officers of the railway and the Ministers that are solely to be blamed. Unfortunately, for the last one decade or more, debates have taken place here as though the sole culprits are the officers and the Ministers. We have completely forgotten the responsibility of organised labour, because they have innumerable votes and we were afraid that they may vote against us in the next general elections. These are considerations which ought to be given up from our minds once and for all if we are to play our part truthfully and effectively as representatives of the nation, not of this party or that party, or this political affiliation or that affiliation.

I had to travel by train about two months ago from Bangalore to Coimbatore when some of the railway problems struck my mind forcefully. From that day onwards I have begun to take interest in the working of the railways. Formerly, I never used to travel by train. I used to travel by car if it was a short distance, or by plane if it was a long distance. So, it was years since I ceased to travel by train. During this train journey at a station called Erode, the guard went on whistling three or four times and the train did not start. I was sitting in the compartment. They did not know my identity. I went out and asked the guard why the train

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had not started even though he had waved the flag and whistled thrice. He said that the engine had not warmed up. When I asked why, then did he whistle he could not answer. He then told me privately that many a time this happens because the drivers do not obey his whistle. At the subsequent station also I went on making enquiries. There is not that co-ordination which is needed between worker and worker and department and department even at the lowest level. It may be that by the educational process, as the hon. Minister has stated, we may be able to make the officer class, the educated class, come up to the highest pitch of efficiency but, so far as the workers are concerned, there is a good deal of chaos, a good deal of consciousness of their rights which has led to indiscipline. In many cases, the officers are afraid of the railwaymen. Many a time, railwaymen, the organised labour, may have a grievance or may not have a grievance but the amount of discipline that is necessary is not there, the amount of obedience that is necessary for efficient management of our railways is not there. It is this aspect that ought to be tackled very seriously.

As you know, Sir, very often I do not think in the routine way. It may be my fault but, nevertheless, I venture to make a suggestion to this hon. House which may not be accepted today but will be accepted in times to come. When 74 people die at Dum room if the railway laws and procedure merely permit the appointment of a committee, or issuing of notices, that is not a satisfactory and effective way of making people know their responsibility. I would urge that in the changed circumstances, where there is no longer a capitalist society but a socialist society, guilt is not solely what is called theft or injury inflicted upon another. The greatest guilt is offence against society; the greatest guilt is offence against people who are expected to be faithfully served by the paid class of society. Here are

11 lakhs of people whom we pay to carry us safely and in proper time to our destination. They do not do any charitable work to the rest of the population; they are expected to do their duty. If they do not do their duty, they ought to be punished; not in the way enumerated in the list, namely, that a notice has been issued or they have been suspended. That is not the punishment the tears and sight and sufferings of the relatives of the 74 people call for. As I said on a previous occasion, these offences must be made capital offences.

Shri Bhagwat Jha Azad (Bhagalpur): 302.

Shri Hanumanthaiya: The labour laws, if necessary, and the Indian Penal Code, in particular, ought to be amended and anybody who is responsible directly or indirectly, willingly or negligently, for the death of any person must be held guilty of murder. It should be for him to plead before a court of law if there is any extenuating circumstance. If there is, a lesser punishment. It should be for the court of law to determine. So far as the Government machinery is concerned, so far as the public prosecutors' wing or that branch of Government is concerned, they must haul up everyone who is responsible for the death of a person for murder.

If I give a little piece of advice I may not be misunderstood for vanity. There is a dictum that no government can run efficiently unless there is, what is called, fear and respect for authority or for the person who exercises authority. If it is purely respect, it becomes, what is called, the goody-goody Government of Bharat, as we say.

Shri Harish Chandra Mathur: It can never be respected.

Shri Hanumanthaiya: It is purely fear, it becomes a tyranny. It is a harmonious combination of these two

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elements, fear and respect, that will give us good government. It is with this view that I am making this suggestion in all honesty and sincerity that our law should be amended so as to make every offence against life and society a capital offence.

Shri A. P. Jain (Tumkur): Mr. Deputy-Speaker, Sir, railway accidents are a matter of grave concern and rightly so as on many an occasion they involve danger to human life. Of late figures have been given in this House which go to indicate that quite a large number of persons have lost their lives and others have been injured seriously or lightly. It is, therefore, but befitting that this House should take serious notice of railway accidents and debate them once, debate them twice over and debate them many a time. In fact, if I have been able to understand the trend of the hon. Minister correctly, he has welcomed this debate because, for one thing, he has been able to put the viewpoint of the railways before this House and, for the other, he has been able to understand the feeling of others.

Having said so much, we must be clear in our minds that no amount of shouting and denouncing will improve the working of the railways. Some hon. Members here interrupted the hon. Minister when he was giving figures of railway accidents in previous years and in other countries. To my mind they are both very relevant figures because when we judge the efficiency of the railways we have to do it in the background of the working conditions that exist, namely, what had been happening in the past and what is happening in other countries. It does not necessarily mean that there is an exact parallel between the railways here and the railways abroad. Nonetheless, the figures which the hon. Minister has given, lead us to one inevitable conclusion, that is that in a mechanised and fast running transport, like the railways, a certain number of accidents are unavoidable.

It should be an endeavour on our part to lessen the number of those accidents; but we have to put up with them against our wishes. Sir, with the modern developments in technology, our machines have reached a high degree of perfection. Even so while the astronauts have circled round several times and come down to earth, while mechanism has reached a high stage of perfection, yet more conditions in which our railways are working. I am afraid, the contention of the hon. Minister that some accidents have to be put up with cannot be ignored.

The Indian Railways during the war were greatly exhausted. I am glad that during the First and Second Plans some renewal and renovation has been done and the railways are in a much better state of repair. Even so, our railways are over-burdened. They have to carry a much larger number of persons than has been provided for. In fact, the expectations of the Planning Commission in regard to passenger traffic have been exceeded and the railways are overcrowded. Sometimes, they have to run more trains than what the track could reasonably bear.

Then, the freight traffic has also increased much beyond expectation. Therefore, you cannot lay the blame wholly on the railways for some of the minor accidents that have been happening. There have been some major accidents about which we feel very sorry, which perhaps could have been avoided and with a better administration which, I think, will be avoided. Even so, I think the picture is not so gloomy as some Members have tried to draw it.

The hon. Member, Shri Bhattacharya said—I will repeat his words—that accidents are increasing daily. We are sorry for the accidents. Even if their number is stationary, we would like it to go down we would like that there should be no accidents; but it is overdrawing the picture, particularly, in the face of the facts and figures which the hon. Minister has given us

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when he said that accidents are ever on the increase. He went on further to say that people who get into the compartment of a train do not know whether they will reach their destination. These are all exaggerated statements which are not going to do any good to the country. They can spread panic but they are not going to improve the administration. We find that the traffic is ever on the increase and therefore this statement to say the least, is overdrawing the picture.

The hon. Member, Shri Bhattacharya, raised a very fundamental question. He said that something must be done to avoid accidents. We are all one with him. The hon. Minister also wants accidents to be avoided. Everyone of the hon. Members present in this House want that there should be no accidents. But what, after all are the suggestions that he has put forward? He has put forward only three suggestions. One is that there should be an overall inquiry. It is a valuable suggestion. I hope the hon. Minister will give full thought to it because accidents are nothing by themselves, they are only a part of the railway administration—some of its failings and weaknesses—and unless the railway administration is tightened in all its aspects and facets accidents cannot be eliminated altogether. The other two suggestions which he made were to put up fencing and to increase the number of cabinmen. If these things could eliminate accidents, it is a very easy thing. But the thing is not so simple.

My hon. friend, Shri Mathur, has made some very valuable suggestions. One of his suggestions to which I would like to lend my support is that the working of the different zones should be studied. It is a fact that in some of the zones the working conditions of the railways are better. There are fewer accidents there while in the other zones there are more accidents. Here is something which can provide us with instances or examples and precept. What one railway zone

is capable of achieving, the other railway zones are also capable of achieving. Therefore I would request the hon. Minister to give some thought to it. He should have a comparative study of accidents and relevant things done in the different zones to find out how or why it is that one zone is doing better than the other zone because, after all, the conditions are almost the same everywhere.

My hon. friend has also made another suggestion and that is in regard to the tightening of the administration. The hon. Minister has said that the penal aspect is an important one. It is an important one. But what happens is that by the time the decision is taken, much of the time has elapsed, and the effectiveness of the penal action disappears.

16 hrs.

The hon. Minister has given us figures of the number of accidents that have taken place in a particular year, I think, 1960-61, and he has also given us the figure in regard to the number of cases in which action has been taken. Proportionately, it was a good performance, but we do not know whether in important cases, action was quickly taken. I think that there is a good case for the devolution of authority not to the minor officials who may victimise the pointsmen, signalers and others, but to fairly well-placed officers who can take a dispassionate view but who can at the same time also take effective action;

There is another thing to which I would like to draw the attention of the hon. Minister. At present, there is a system under which in each accident a separate inquiry is held. The inquiry may be through an inspector; in certain cases, it may be also through a High Court judge. So far as that goes, that is all right. But these inquiries will never eliminate or substantially reduce the occurrence of accidents.

I have seen a press interview given by Dr. Kunzru, chairman of the railway accidents inquiry committee, and who has said that he had collected all the reports of the inquiries and found out the causes of accidents and got them classified. He is trying to work out a report on the basis of the reports which he will discuss with the railway authorities and others and then make his recommendations. The method which Dr. Kunzru has followed gives us certain lessons. I would suggest to the hon. Minister that there should be a bureau of research, which should keep in constant touch with the accidents occurring, and which should function in a scientific and technical manner. This bureau must be manned by very highly qualified persons, men whose position and whose knowledge can exercise influence on railwaymen who and who may also inspire confidence among the public; they should keep themselves constantly in touch with the causes of accidents and suggest technological and other improvements. I make this suggestion in the hope that it will be given proper and due consideration, because I am one of those who believe that modern technology today has reached a stage where almost anything is possible, and accidents and mishaps can be avoided to a very large extent, but only when things are properly organised. I do not think that an inspector, whether he is under the Ministry of Transport or under the Ministry of Railways or even supposing he is put under the charge of some High Court where no influence works upon him, is the proper type of person to find out the real causes or to make a really satisfactory recommendation for the improvement of the working of the railways. So far as personal responsibility of individuals in respect of a particular accident is concerned, it will have to be inquired into separately. But so far as the technical defects and other specialised reasons which account for these accidents are concerned, the bureau of research will do it.

There is also the question of over-worked people. We cannot ignore that fact. Now, with the faster speed and the better mechanism with which the railways are run, better locomotives, better engines such as diesel engines, electrical engines etc., and better and improved signals, superior and more vigilant human skill is needed. If we over-work men, if we over-work a driver, or a signalman, there is always something to be said for them. Therefore, it is essential that railwaymen should not be overworked because they have to handle specialised machinery. They must also get proper training. I am not fully acquainted with the type of training provided to signalmen and others. Initially, as regards the type of men that are to be recruited, since we are having more mechanisation and better types of equipment, it is necessary to recruit educated persons of higher calibre. These persons must have proper and sufficiently long training; there must also be in-service training, so that they may keep at least with the developing needs.

So far as fixing of personal responsibility is concerned, we know that it is not always an easy thing. We have talked about it several times. When an inquiry into a railway accident is made, we try to fix the personal responsibility of individual railwaymen. But I do not think that our methods of inquiry is sufficiently developed to fix personal responsibility. I want that a railwayman should feel that he is the trustee looking after the welfare of millions and millions of passengers who are travel by trains and who have entrusted their life and safety into his hands, and he must feel personally responsible. If he does not, then he must be adequately dealt with.

Finally, I would say a word about unmanned level-crossings. A large number of questions have been asked about this matter. The system of unmanned level-crossings prevails all over the world. Only this morning, we were informed that there were as

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many as 19,000 unmanned level-crossings. While every effort should be made to man the unmanned gates, wherever it is found necessary and feasible, it is necessary at the same time that our motor drivers and lorry drivers everybody who drives a fast-moving vehicle on the road must develop a sense of responsibility. They must also be properly trained. There is no reason why a motor driver or a truck driver should not know that the train is coming.

This morning, I was really surprised to hear a statement from the Deputy Minister of Railways. He said that he was going on the road, and found that one truck driver and one bus driver were standing face to face, humps to bumper, and would not move backwards. So, both were standing on the railway line. And the Deputy Minister had to get down and ask them to move. If that is the sense of responsibility on the part of these motor drivers and truck drivers, how can we blame the Railway Administration? It is a wonderful thing that the truck driver and the bus driver should both be standing on the railway line, with the imminent danger of being crushed.

A suggestion was made that at unmanned level-crossings the motor drivers should halt and proceed. That is a system which is being followed in certain parts of the country. When a bus driver or a lorry driver or a truck driver passes a level-crossing, he must first stop and then only move, and if he does not stop, he must made be legally punishable.

Shri Hanumanthaiya: There can also be another thing, namely traffic islands. Just as we have these traffic islands in the cities and towns, likewise, we can have circles on either side of the railway line, so that the speed of the truck or the lorry or bus would automatically get reduced.

Shri A. P. Jain: There can be various devices, but my point is that in a poor country like ours, we cannot do

away with these unmanned level-crossings. Some simple device should be found out to improve matters, and a greater responsibility must be thrown upon the users of the road also. We cannot blame the railways every time simply because the user of the road has not taken the necessary precautions.

There may be many other points, but my time is up, and I would not like to encroach upon your indulgence any more.

Sri Hem Barua Gauhati: As the House assembled for this session, there came the tragic news of the accident at Dumraon in which 72 persons were killed and 54 injured. I do not want to deal with it because an Inquiry Committee has been appointed and it is inquiring into the matter. But this is one of the major accidents that has taken place in this country, and before the memory of the accident at Dhanbad and Jaipur faded, there is this tragedy at Dumraon.

This shows that there is something rotten, I would say, in the railway administration. I do not want the Minister to indulge in full-throated self-praise and to say that the performance of the Indian railways is one of the best in the world and to produce certificates from foreign sources, British sources or from the World Bank sources or from Swiss sources. I will request him to admit facts, modest as he is, and then adopt measures to remedy this evil. The matter has brought shame and distress so far as this country is concerned. What do we find in reality? Whatever the foreign sources might say, whatever compliments they may pay to the railways for their performance, whether those compliments are related to facts or not, the travelling public know, because they have their own experience and this experience has given rise to suspicions, and these suspicions are deep-rooted in the minds of the people.

Therefore, I do not want this debate to turn into a battle of wits. I do not want the Minister to sidetrack issues and to try to score a debating point here or there. Therefore, I say that he should admit facts and then try to remedy this cancerous development in our railway system.

It is a fact that accidents have become chronic so far as the Indian railways are concerned. The Minister himself has admitted while introducing the motion that there are 9,000 accidents every year and he has categorised them. This shows that accidents are chronic with our railway system. In 1961, there was a survey conducted into the number of accidents and we find that during the first six months of that year there were as many as 1,893 accidents. There was the Shahnawaz Committee which made a survey. According to that committee, during January 1, 1953 to January 10, 1954, there were as many as 3,282 accidents.

I do not want to waste the time of the House by giving a numerical enumeration of the accidents because they are too well known and the Minister himself categorised them. He has given a very fat number of accidents that annually take place in our country. But I would tell him that somehow or other this has brought disgrace to our railway system. It has brought disgrace to the country itself. Therefore, I want that he should try to gear up his administration to a point where it has to be serious in dealing with these accidents.

He has detailed some precautionary measures. But I do not think these precautionary measures are enough because these have not succeeded in doing away with or reducing the number of accidents that we have in this country.

In the statement the Minister presented to us the other day, there is listed an accident which occurred on the North-Eastern Railway on 30th

June, 1962. What about this accident? It took place because of the 'displacement of spring plates due to absence of set screw on spring buckles'. This pinpoints the question: whenever a wagon is taken out or an engine is taken out, is it properly examined or not? This is a very important point. If it is not properly examined, then I say that it is a crime committed on the travelling public.

Then another matter has to be inquired into; namely, the incidence of accidents consequent on a certain screw missing, a certain bolt missing and so on. Therefore, the question arises whether before an engine or wagon is taken out, these things are properly examined or not, whether it is seen that spare parts exist or not, and if the spare parts exist, whether they are made available to the party concerned or not. I would say that the accidents detailed here could be averted with a little more care and caution exercised on the part of the railway administration. But somehow or other, there is no attempt like that. When I speak of the 'railway administration', I do not mean only those people who are high up at the escalator. According to me, the administration embraces a much wider ambit.

It is a fact that often drivers have been forced to accept engines about which they have complained. They find that there are certain defects. They refuse to take such engines. But in spite of that, they are forced to take out such engines. I remember some years back there was an incident at Calcutta. A railway train that was to carry most of the office-goers came late. What happened? The office-goers missed their offices. As a result, the crowd surrounded the driver of the engine and pelted stones at him. Then he was bleeding. I do not approve of the conduct of that crowd. But a crowd is a crowd everywhere. Then what happened? A reporter of the *Statesman* met the driver and interviewed him. The driver said

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very revealing things. He said: "At the time of taking out this railway engine, I told the loco shed people that there was some pipe leaking. The loco shed people said to me: 'Take it out and just manage'. I tried to manage with this engine. It misbehaved on the way all through. As a result of that, see what has happened to me. As a result of that, I have to face the odium". His head was bleeding.

There are instances like this. You cannot water down the gravity of the situation by making a few statements or by piling up such statistics in this House. The situation remains and the gravity of the situation has to be faced squarely. It cannot be, it must not be, watered down like that. I would say this a hundred times.

It is a fact that there is no major check or major control. The drivers must not be allowed to take out engines about which they complain. It does not matter whether the defect is a major one or a minor one. In any case, the driver must not be allowed to take out an engine whenever there is a disability of the sort of sub-standard vacuum pressure. Minor disabilities can be attended to with care and caution. But what is happening in this country? Even these minor things are not attended to. I have cited the instance of the driver in Calcutta, who had to face the odium because the complaint that he made about the engine he was asked to handle was not attended to. I would say the railway administration does not have the moral right to play football with the destiny of the travelling public. But that is what is happening in this country. 15 accidents in a row in the course of 41 days! It might be said that these are minor accidents. Whatever that might be, accidents are accidents. You do not characterise accidents like that.

Coming to the N.E. Railway accident, it occurred because three

wagons derailed by all wheels and the engine derailed and capsized". It might be that the wagons capsize or the engine capsizes because of the defective track. What is our experience? The tracks are in a poor state. They are worn out. It is said that upto 31st March, 1960, only 4,173 miles of tracks were renewed. What about the rest? What about providing cushion ballast under the sleepers? What about the sleepers themselves? Will the Minister give us statistics about the renewal of sleepers and renewal of track? I am very happy to know one thing. Very recently, on the 9th July, the Minister made a statement at Madras. This is what he said about the importance of renewal of tracks, which is a very fine thing, and I congratulate him on that:

"We have to keep the wheels moving at a certain speed and the tracks should be able to take heavier loads."

I am glad that the new Minister of Railways has realised the importance of renewing the tracks. Wheels need roads or rails to move on, and even steel is not invincible to the shocks of wear and tear, and that is why this is a problem that has to be attended to with all care and caution, but the precautionary measures that were dished out to us some time back do not contain an iota of suggestion so as to improve the tracks or so as to replace the worn-out tracks.

Now, what about the engines? Some of the engines—I will not say most of the engines because here an engine derailed—are over-aged. On the admission of the Minister I can say that 25.4 per cent of the engines on the broad gauge are over-aged, and 19 per cent of the engines on the metre gauge are over-aged. This is what he himself said some time back while replying to the debate last time. What can you do with these over-aged engines? What about the

repairs? The repairs are entrusted to people who are not technically suitable or who are not technically trained. Here, I would quote the report of the Basu Committee. The Committee says a very significant thing, but this has not been attended to, the precautionary measures do not contain it. The Basu Committee says:

"Compared with the revenues earned, Indian Railways, even with all the recent expansions, are not spending any considerable amount in training their staff. The American Railroads, we find, lay a good deal of emphasis on training as means of increasing efficient performance and they have not grudging the expenditure involved."

So, how can you with over-aged engines hope to avoid accidents? When your child is ill, you want a good doctor; you do not want statistics of doctors and nurses that a hospital might possess. When there is a disease like that, a cancerous disease of accidents in this country, we want good engines and good men, technically competent men, who can look after the health of the engines; we do not want statistics of men who work in the loco sheds.

Often it is said that accidents are due to human failures, and as far as I know, the preliminary report on the Dumraon accident also says that this tragedy occurred due to human failure, but what about the drivers and firemen? The driver and firemen have no fixed time for rest, no fixed time for work, at times they are forced to work ten hours at a stretch. They live away from their families, live in the running rooms where conditions are not very satisfactory, I would say they are wretched. This human aspect is never taken into account. The drivers are exhausted because of overwork, because of fatigue.

I would put it in a different way. The drivers are exhausted, the tracks

are worn out, the engines are over-aged. Against this background, how can you hope to avoid accidents? On worn-out and dilapidated tracks, drivers are forced to overwork, are forced to drive over-aged engines, and the human body has certain limits. The driver's human body has these limits also. Under these circumstances, it is difficult to avoid accidents, and these are the facts that have to be taken note of, but in the precautionary measures I do not find any of these measures.

There are five accidents, the Minister said, so far as level-crossings are concerned. There are 19,000 level-crossings in this country, no doubt, but at the time of the construction of the level-crossings, only the classification is taken up, and then in our country because of the Five Year Plans or because of other factors, road traffic is growing in volume. That is never taken into account. Only when there is some sort of accident against road traffic at an unmanned level-crossing, the railway administration wakes up and tries to categorise it, put it into a new classification. This will not do. I would go a step further and say that if possible there should be an attempt to categorise, re-classify level-crossings, and they ought to be manned as far as possible. I know that we do not have the money, but this is also a fact that the railways are earning a substantial revenue. When the railways are earning a substantial revenue and are neglecting their primary functions, I would say that this is very bad for the country and bad for the administration also.

There is a very funny thing here, about action taken, and this was mentioned by a friend.

There was an accident on the South Eastern Railway. And, under the column, 'Action Taken', it is written like this: 'Driver was killed'. And the hon Minister tried to explain it away as a mistake, a typing mistake. But the little bit of knowledge of English I have never made me spell

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it out like that. How could that have been typed incorrectly? The driver was not killed. He was not there. He was dead. How could it be a typing mistake? You can correct it in any way; you can re-type it in any way. You can do anything, I say. (Interruption).

May I say, what happened, indulging in a personal matter? (Interruption). My wife asked me, a little idiotically of course, 'Why is it that the driver was killed? Are not accidents an Act of God. Could not the Railway Administration find out some better action against the driver?' Now, I do not complain against the Railway Administration for subjecting me to this tortuous questioning. But, I would say a hundred times that this very fact epitomises the inefficiency of the Railway Administration. There is no doubt about it. (Interruption).

An Hon. Member: What did you tell your wife?

Shri Hem Barua: I tried to explain the thing. Einstein tried to explain the theory of relativity to his wife; and she told Pressmen that in spite of the best efforts that her husband took, she could not be made to understand the theory of relativity. Similarly, in spite of my best efforts I could not convey the mind of the Railway Administration to my wife because she is not as intelligent as most of the Delhi women are.

Shri N. Sreekantan Nair (Quilon): God save us from such wives!

Shri Hem Barua: Accidents occur and then enquiries are conducted. But, what about this enquiry? What about railwaymen giving evidence before the Enquiry Committee? There is always a sort of concoction, a misrepresentation of facts. Why is it? Because the railway employees who are asked to give evidence before committees like that suffer from a perpetual fear; and that fear is,

action against them. I would request the Minister to see that this fear is removed so that the truth may come out.

Towards the conclusion I would say that the Administration must be alert; must try to avoid accidents, must take more vigorous remedial measures; and whenever any complaints are made about defects or about shortages, the Administration must be made to see that these defects or shortages are removed.

I would say another thing. The other day, a certain Member demanded the resignation of the Railway Minister. I would not demand the resignation of the Railway Minister on the analogy of Shri Lal Bahadur Shastri. I have always thought that Shri Lal Bahadur Shastri's resignation was more or less a politically chivalrous gesture. And, I do not want the present Railway Minister to indulge in that sort of politically chivalrous gesture. He is a tall person; he has great capacity, he is capable of hard work. I only hope and trust that he would be able to streamline his Administration instead of resigning.

But I have also felt that Sardar Swaran Singh is an unlucky man and my sympathies go to him. (Interruption). He is unlucky because wherever he lays his fingers on the thing starts burning. And, that is why I have always felt like that. I would only beg of him to infuse his strength, infuse his courage, infuse his vision into the Railway Administration. What has happened is a legacy of the past because these accidents are not accidents of today. There is a legacy behind the accident; that legacy ought to be removed and a better administration should be given to the country so that the travelling public may feel a sense of security.

Dr. K. L. Rao (Vijayawada): Mr. Chairman, accidents are a natural

corollary to the adoption of increased speeds in the modern world introduced by cars, locomotives and aeroplanes. Last year I saw in Tokyo, boards put up at important places showing the number of dead and injured daily so as to remind the people of the dangers of road traffic and need for careful driving. Deaths of course occur due to the violation of one's own body's system or due to ill-feelings that enter between people and due to carelessness but in the train accidents, innocent people die for no fault of their own and that gives us a sense of sorrow and resentment. Accidents could be reduced by technical progress and by a process of increasing human efficiency. It should be our endeavour to discuss constantly about these problems, not only on occasions like this, but periodically so that if any bright ideas come up, the hon. Minister can apply and the accidents may be averted.

A moving train has got a lot of power. A moving train of a thousand tons with forty miles speed has got power equal to two times the amount of electrical power utilised by the Delhi Electric Supply system, when there was no shedding. Such a large amount of energy, if it is planned and utilised, can give good results but spent in an unplanned way, it results in destruction. Collisions take the largest amount of human toll. There is no other way to avoid them except to introduce more mechanisation and more scientific methods of control and avoid as far as possible human operations. That is what is being done in western countries. They are making use of electronics and modern science and these controls are operated by very few persons so that big mistakes are not coming in. At this stage, I may say that accidents in England and other countries are due to different reasons, due to increased speeds, fog and so on. That is entirely a different aspect. So, it should be our aim to gradually introduce these mechanical devices so as to reduce human factors as far as possible to

avoid collisions. In Dumaraon the accident could have been avoided if we had the track circuit system. The system consists in setting up a parallel electrical circuit along the rails and when a train or wagon stands on rails there is short-circuit and a red light is shown up in the cabin room and in the room of the station master so that they immediately know that the track is occupied and nobody would give a signal or clearance for that line. Of course one of the reasons generally aduced against this system is that we are short of wooden sleepers because wooden sleepers are required wherever this system is introduced. But I understand that there are excellent species of wood, apart from sal, in Indian forests which can supply the whole timber required for the sleepers in this country. Of course it is necessary that we should have planned afforestation because these wood require as much as 70-100 years to grow before they could be used as sleepers. So, we should have planned afforestation for the sake of railway sleepers so that the coming generations do not abuse us that we have been wasting the forest wealth without replenishing.

Many hon. Members have referred to the accidents and collisions at the un-manned gates. That is a very difficult problem. There is no easy way of dealing with it. Of course, we can provide over-bridges. That should be our aim whenever the traffic show a tendency to increase. Our attention must immediately go towards a progressive scheme of putting up over-bridges as far as possible in these cases. At present, the authorities have got a tendency to enter into arguments about agreements relating to sharing of costs and all that. That should not be the aim. There should be a liberal attitude in this respect. But at the moment, in view of the large number of un-manned gates that we have, I suggest that we should have a combination of various devices which I submit below, departments require specialised staff.

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Firstly, these approach roads must be undulated and, as my hon. friend suggested, they must have islands on both sides so that the speed of traffic is reduced to a safe level. Secondly, the crew of the train must be asked to give the whistle from a mile ahead. It may be a nuisance, but it does not matter. Nuisance of this kind is much better than loss of lives. Thirdly, we must provide gates of such a design that they have got to be lifted up but within a short interval of time the gates come back to a closed position. In my humble opinion, if you design the gates properly it will be possible to do that. Lastly, we should provide a series of boards, not one or two, but many so as to attract the people's eyes to the fact that there is an unmanned gate ahead. For this, you may require the assistance of the road authorities and the Railways may have to contribute something. But the sign-boards that are put up must be conspicuous and attract the attention of the people. You must have a series of sign-boards. Thus, we require a combination or series of these various devices to avert collisions at unmanned level-crossings.

The other important reason which causes a large amount of damage to life and property, is the derailment. Derailment results either from the defect in rolling-stock or from a track defect. More often, it is because of rolling-stock. Therefore, we should have excellent machine-shop factories. That, I think, the railway administration can manage, by placing a little more emphasis on the establishment of a large number of workshops and expansion of these shops, and giving all the facilities for the examination of the rolling-stock.

One of the very important reasons for these unfortunate accidents is the parting of trains due to failure of draw-bars. The parting defect is due to the failure of draw-bars. The draw-bars are subject to a large amount of strain by pushing and pul-

ling. They are subject to these various stresses and are one of the weak links. The best way to get over these defects is to replace the draw-bars often and as far as possible by careful management and by ensuring that one bar, after being used say, for 100 or 200 times, is thrown away automatically. Thus, parting of the trains can be avoided.

Then, the next point that I would like to submit is that statistical analysis may be made of the frequency of derailments. We must know which are the tracks that are very bad; for example, Bangalore-Arsikere, Gudur-Nellore, Mughalsarai-Gomoh and also, I think, Delhi-Agra where the traffic is heavy and derailments often cause a large amount of damage. We have to pay particular attention to such lines so that the accidents due to track defects may not occur in these regions.

There is one thing. In the Deccan plateau, there are a lot of streams flashing across. They bring plenty of water especially in the rainy season. There is no use of being afraid of them. I think we are trying to show that we should enlarge the culverts and so on. That is not necessary. But what is required is, a very careful vigilance. A lot of vigilance is required on the lines in Deccan plateau, in the rainy season, over the culverts and the bridges and the embankments to ensure that there is no danger caused to the train. The lack of vigilance, I think, is a contributory cause to quite a large number of accidents.

For all these things, research must be made to which my hon. friend Shri A. P. Jain has referred. Research is a very valuable asset and it is a great field which can be explored very well for finding solutions for the avoidance of the accidents. For example, the relationship between speed, derailment and the turn-out is still not known. If it is known, of course, we can always establish regu-

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lations by which this kind of derailment can be avoided. For example, even if a train goes slowly on a curved track, there is possibility of derailment. All these things can be subjected to experimental research tests in a research laboratory. The railways have got an excellent research laboratory in Lucknow and what is required is good coordination between the laboratory and the design and development departments. The design branches are located at Simla and they have got to be shifted to Lucknow. All these things put together will produce an excellent aid for the railway administration.

There is one other matter in regard to research which requires emphasis. In this country we have been so far doing only model tests in the railways and other departments like irrigation and power. We do not have full scale tests. Full scale test is a recent technique. For example, in Japan, I have seen quite a number of interesting experiments. They build regular buildings and subject them to forces which are similar to earthquakes, so that they may know the condition and behaviour of these buildings under actual earthquake conditions. Similarly, in Italy, I have seen big structures—dams of 60 feet high—being subjected to actual conditions of forces. Therefore, in the railway research laboratory, they should establish full scale tests. For instance, they should push one wagon against another as in an accident, study how they telescope into one another, what kind of strengthening will prevent this telescoping, and so on, so that even if the damage occurs, at least human lives can be saved.

There are lots of interesting problems connected with railway accidents which can be subjected to research. It would be very useful to establish basic research also in the universities. All that is required is more financial aid. That is what is done in western countries. If that is done, research on basic problems will

go on continuously, so that results may be available for later application.

All this requires very specialised staff. The design and development departments require specialised staff. The best engineers are recruited by the railways through a competitive system and you cannot say anything against them. They are doing wonderful work. They are experienced in construction and maintenance work, but the fact that they have been drawn up early in their career does not lead them to specialisation. Specialisation is the key to the mastery of modern science. That is one of the aspects where we are neglecting very badly in this country. Unless we realise that specialisation is very important, we would not be able to proceed. What is required is specialisation in research. There should be specialisation in embankment construction, bridges etc.; there are so many branches which require very specialised knowledge. For this, we must build up a "Specialists" organisation. It may not be possible to fit in the Specialist branch into the present railway administration. Then a separate section may have to be organised.

There is one other aspect which I would like to mention. The hon. Minister is very amicable and receptive. He should examine whether the efficiency of the railways can be increased by increasing the number of zones. At the moment, the zones are very vast and extensive. It is also necessary for us to look into the psychological aspect. We should have a psychological study of the staff at various levels, because psychology plays a large part in the determination of the fatigue in the mind. A driver may be able to work for 8 hours in a cool climate like England, but he will not be able to work for that time here. Therefore, a psychological sample survey or psychological analysis will be required in order to find out what are the regular number of hours of work that can be given to various members of the staff.

[Dr. K. L. Rao]

Finally, I would suggest that there may be a separate department for the safety measures with entirely separate staff, who would be stationed in different places to look after various safety propaganda, which has got to be incessant. The safety propaganda must not stop as soon as enquiry of an accident is over. Human memory is very short. As soon as an accident occurs we all talk about it and after that the whole affair is forgotten. In order to keep it always fresh and alive before us, it is very necessary to have an entire department devoted to safety measures. It should have a number of experienced people who could go round and do propaganda not only among the railway staff but also among the public. That is more important. The realisation by the public is of very great importance, because then they will be more careful and they will be able to lend a helping hand to the Railway Administration to deal with the safety measures effectively.

Sir, I should like to pay a tribute to the Railway Administration. They have done wonderful work in the matter of dealing with accidents. Their reports are excellent. Their investigations have been masterly. The way in which they have been going about with the accidents, in finding out their causes and in making a scientific analysis of them, has won a great name for them in foreign countries. I hope by constant vigilance, discipline and technical progress, the Indian Railway system shall earn the great distinction of overcoming this chronic train disease, these unfortunate accidents. I only hope that ere long our people will be able to forge ahead, find out the various reasons and show how these accidents can be avoided. Many countries are looking to us, because of our vast railway system and the difficult conditions under which they operate, for a solution of this very difficult problem, for the avoidance of accidents. I wish the Railway

Administration great success in their endeavour.

Shri S. M. Banerjee: Mr. Chairman, Sir, I have heard with rapt attention the very educative speech of our hon. Minister. Sir, I am thankful to him for giving this House so much of material. But the more I was trying to analyse his speech the more I have come to the conclusion that his conclusion was very sad, sad in the sense that if we have to believe his statement or his speech we have also to believe that railway travelling ultimately leads one to the grave. The conclusion of his speech is very sad. To my mind, he gave a caution to this House, to the hon. Members and through them to the countrymen, that railway travelling ultimately leads one to the grave and there is no escape from it, whether it be in the United States of America or in the United Kingdom or in any other country. When he compared the death toll in those countries with that in our country and told us about the human failings and other failings, at least I thought that his conclusion was very sad.

Sir, we cannot explain to the people, who view all these accidents, these tragedies with pity and terror, or console those widows and orphans who have lost their husbands and their parents, that there are valid reasons for these accidents as it is beyond the control of the Railway Administration to avoid them. The hon. Minister gave many statistics. I have before me a very elaborate statement which was given by his predecessor, Shri Jagjivan Ram, on 20th November, 1961 at the time of the Ghatsila accident of the Ranchi Express. In analysing the causes of accidents, he gave valuable figures. In 1957-58 the total number of accidents was 9,011. In 1958-59 it was 9,071, in 1959-60 it was 8,916 and in 1960-61 it was 8,808. According to the hon. Minister, these are inclusive of accidents which to a layman may not appear to be accidents but which, ac-

Railway Accidents

According to the railway terminology, are termed as accidents. Then he gave another set of figures. In 1957-58 number Killed 76, injured 475, total 551. In 1958-59 number killed 44, injured 357, total 401. In 1959-60 number killed 3, injured 315, total 318. In 1960-61 number killed 26, injured 213, total 239.

In reply to a question on the 7th August, 1962, which the hon. Minister has referred to while laying a statement on the Table which we are now discussing, where we had asked for the number of railway accidents that took place between 23rd June and 5th August, both dates inclusive, the reply was that the number is 181. Out of these 181 cases, 98 are still under investigation and in the remaining 83 cases, the causes are: failure of railway staff 53, failure of other than railway staff 6, failure of mechanical equipment 10, failure of track 7 and accidental 7. Then a detailed statement is given about the casualties.

I fully agree with the hon. Minister that there is a human element in these accidents, people should be more vigilant, the administration should be geared up, there should be traffic-consciousness in the people and the bus and truck drivers should take note of the unmanned level-crossings. Having considered all this, I want to put a question to the hon. Minister. Apart from all these educative steps, what positive steps have been taken by the hon. Minister to check these accidents. His predecessor, Shri Jagjivan Ram, has stated in this House:

"This watchfulness was rewarded... as a result of which the number of accidents decreased. This will be seen from the figures given below."

If the accidents have actually decreased, how did they or why did they suddenly increase? That is one of the factors which this House has to consider and for which, unfortunately, I have to hold the hon. Railway Minister,

for whom I have the greatest regard, responsible. I am not suggesting for a moment that he should resign. After all, resignation is no solution to these accidents. Resignation is purely an optional matter. He may opt for resignation or he may stick to his job; I do not mind it. But I have to state or express in this House the sentiments of those people in the country who are being represented by me and by my other friends. There is a common feeling of insecurity in the country about railway travel. I am not creating a fear psychosis or, I should say, a scare in this House, or through this House in the country. I am all for the good functioning of the railways, for the efficient functioning of the railways and the punctual running of railway trains. But we have to remove the fear in the minds of the people. It is true that, as my hon. friend Shri Dinanath Bhattacharya has stated, sometimes people do not know whether they will reach their destination or not because there are accidents every day.

In today's papers there is mention of an accident to a Deluxe train. Now everybody wants to travel in a Deluxe train and that train has also started jumping the rails. I do not know why. As a result of it, two persons were injured. I want to know from the hon. Minister if there is failure on the part of the staff why is not a meeting held, or a conference held, with the representatives of the railwaymen's federations, whether they are affiliated to INTUC or they are an independent federation. Why are they not taken into confidence? Why are they not consulted? After all, these federations and unions include technicians, train examiners, assistant station masters, signallers and all other categories of employees who are said to be responsible. I find from the statement that some of them are found to be responsible. They may give valuable suggestions. So, I am sure this would be accepted by the hon. Minister. That will help in checking these accidents.

[Shri S. M. Banerjee]

Then, is there any programme for changing the present cast iron wooden sleepers by concrete sleepers? I was reading with great interest an article written by a French expert. He is of the opinion that these reinforced concrete sleepers can absorb shock. They are shock-absorbers and are better than the cast iron sleepers. He says that the wooden sleepers, of course, are supposed to be the best. But my information goes that we are not getting the same type and quality of wood which we were getting before. As such, I want to know whether it is possible for us to start production of concrete sleepers, if they are good. I have no technical knowledge. I am not an expert. I am a layman. I am as ignorant as the hon. Minister or his deputies are because we are just people's representatives in this House. Of course, the hon. Minister knows better than I do.

Shri Shah Nawaz Khan: You know more because you were in the railways.

Shri S. M. Banerjee: You know better than me. I am only suggesting whether we could change over to these sleepers in a phased manner.

My hon. friend, the late lamented Shri Feroze Gandhi, had been pleading in this House year after year—I have heard him with rapt attention and he was supposed to be an expert on matters concerning the railways—for the introduction of the interlocking system. The opinion of one of the experts is that the Dumraon accident could have been avoided if there had been this interlocking system.

Shri Shah Nawaz Khan: It had the interlocking system.

Shri S. M. Banerjee: I do not know whether it had interlocking. But if even interlocking cannot avoid accidents, I think, nature is too cruel to us and nothing can be done. Again, I repeat that that sad conclusion is right that railway traffic will ultimately lead

to the grave and we will have to console ourselves.

Then, responsibility should be fixed on someone. I do not quarrel with the words that have been used in the statement that the driver has been killed. I know, no action could be taken against the driver because he was killed. It means that. But from the statement it appears that in two cases the assistant station masters have been charge-sheeted or removed from service. The assistant station master at a particular station has so many duties to perform that sometimes it becomes difficult for him to perform all those duties efficiently because of overwork. I am one with the hon. Member who spoke before me and said that overwork should be avoided; whether it is a question of the engine driver or of a fireman, or of an assistant station master, signaller or pointsman it should be avoided.

Then, responsibility should also be fixed on the high officials: otherwise, if a signaller or a pointsman is punished or if a gangman or an assistant station master is served with a show-cause notice for removal from service. I know it is not going to avoid railway accidents. Unless somebody on the top, whether he is a member of the Railway Board dealing with the engineering section or he is responsible for maintenance or repair, or whether he is a General Manager of a particular railway zone where the accident has taken place, is pulled up and censured for having more accidents in his region, nothing can happen by punishing the small fries in the railways. Nobody is going to be shot or terrorised. But I would humbly submit that these are the suggestions which should be considered favourably and sympathetically.

In regard to the unmanned level-crossings, I was surprised to read the statement placed on the Table of the

House today by the hon. Minister. He has stated in that statement that:

"There are about 19,000 unman-
 ned level crossings (excluding
 cattle crossings) on Indian Rail-
 ways".

Then, he goes on to say:

"The Hon'ble Justice of the
 Madras High Court, in a recent
 case of an accident at an unmanned
 level crossing, opined that it is
 impossible to expect the Railways
 to provide for gates and gatemen
 at every place where the railway
 line crosses a public highway and
 the road users should also exercise
 sufficient caution at such crossings
 to ensure safety."

I do not now why Government are so
 rigid in following the decision of the
 Madras High Court. Had it been a
 decision of the Madras High Court
 in favour of a railway employee
 they would have appealed to the
 Supreme Court, but because it suits
 them this time, therefore they are ad-
 hering to it. Probably, they think that
 the Madras High Court has expressed
 such an opinion, and naturally there is
 no escape from it; that seems to have
 become like the Law of Moses, some
 thing like a gospel truth, and nothing
 further can be done about it. They
 seem to feel that because a High Court
 Judge has expressed such an opinion,
 therefore, nothing need be done, and
 unmanned level-crossing will continue
 to be unmanned, no matter how many
 men may die, and it would be none of
 their concern. This is a highly irres-
 ponsible state of affairs.

17 hrs.

I fully agree with the suggestion
 made by Dr. K. L. Rao that if the un-
 manned level-crossings cannot be man-
 ned, at least there should be some
 boards at those crossings. There is not
 even a solitary instance where such a
 board has been placed even today, even
 after the Phulera accident and even
 after the Andal accident. So many ac-

cidents have been happening daily at
 these level-crossings, and yet nothing
 has been done, and the entire respon-
 sibility has been shifted to the State
 Governments.

It is just like cases of theft or
 murder on the railways. The respon-
 sibility is shifted in those cases to
 the State Governments, on the ground
 that it is a question of law and order,
 and it is for the State Governments to
 take notice of those things.

My suggestion is that at least the
 important unmanned level-crossings
 should be manned. If the railways
 have to spend some amount on this,
 they should not hesitate to spend it,
 and I am sure that this House will
 surely sanction that amount, in the
 larger interests of the country, and in
 the larger interests of the welfare of
 the people. The bus driver may do
 whatever he likes, and he will lose his
 life if he does not take precautions,
 or action can be taken against him if
 there is a proper board at those level-
 crossings.

There is also another suggestion that
 has been made, and that is that the
 train must whistle when it comes to
 the level crossings. I cannot imagine
 how a train can move on the level
 crossings without even giving a whistle.
 This morning, the Hon. Speaker was
 in the Chair during the Question
 Hour, and he was mentioning what
 was happening in foreign countries. As
 far as I remember—I speak subject to
 correction—he mentioned something
 about the whistling. There are numer-
 ous level-crossings which are unman-
 ned, but at every level-crossing, the
 train must completely stop, whistle and
 then only move.

**The Deputy Minister in the Ministry
 of Railways (Shri S. V. Ramaswamy):**
 Not the train, but the bus or the truck

Shri S. M. Banerjee: The train
 should stop and whistle.

Shri S. V. Ramaswamy: It cannot be
 the train which should stop. He was
 referring only to the bus or the truck.

Shri S. M. Banerjee: He said that I do not quite remember; anyway, it can be checked up from the records.

At least a board should be there at these level-crossings saying that the bus or the truck must stop. But at present, there is no board, and nothing is written. And the whole thing has been left entirely to the State Governments. I am afraid that this battle between the State Governments and the Central Government will result in more and more deaths only. I would submit to the hon. Minister that this is a very serious problem. In view of the various accidents that have taken place in the country at these level-crossings, something will have to be done to prevent accidents at these level crossings.

Lastly, I would request the hon. Minister through you, Sir, that there should be consultations with the railwaymen's unions and federations. When Shri M. A. Ayyangar was the Speaker of this House, he had put a question to me once 'Why should not the trade unions help?' and I answered him by saying 'We are ready to help the Railway Administration and the Railway Minister and his Deputies, provided we are also consulted on these matters, but the unions and the federations are never consulted on the ground that this is a highly technical matter.' I am sure that there are employees and there are representatives of the Railwaymen's federations, whether it be of the All India Railwaymen's Federation or the National Federation of Indian

Railwaymen, who can give correct advice and help on all these matters, and I hope, therefore, that this suggestion and request will be taken into consideration.

Finally, in the name of those widows and in the name of those children who have lost their parents, I would request the hon. Minister to consider this matter in all its seriousness, and I am sure he will do it, but it should be done immediately. What is happening in America should not be quoted here, because there the provision for social security is much more. If a man dies, his whole family is given family pension for the entire period they live. But what has happened here? In the case of the Mori accident, a paltry sum of Rs. 1000 or Rs. 2000 was given. What was the result? The old lady in Muradnagar is still weeping and going about with a begging bowl. There is nobody to help her in this matter.

I would request the Minister that he should consider this matter in all seriousness. We are all one with him in seeing that accidents are avoided, because accidents take place in this country and there is a sense of insecurity which is not in the interest of our advancement. I hope he will kindly take note of this.

17.06 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, August 17, 1962/Sravana 28, 1884 (Saka).

[Thursday, August 16, 1962/Sarvava 25, 1884 (SAKA)]

COLUMNS

ORAL ANSWERS TO
QUESTIONS.

1877—1915

S.Q. No.	Subject	
314	Production of cotton and oilseeds	1877—81
315	Transfer of D.V.C. Headquarters.	1881—84
316	Manning of Railway level-crossings	1884—85
345	Unmanned Level Crossing	1885—92
317	Encouragement to sportsmen among Railway employces	1892—95
318	Railway accidents at Andal and Phulera	1895—97
319	Delhi Milk Supply Scheme	1897—1900
320	Marine borers and foulers in Hoogly	1900—02
321	C.H.S. dispensaries in Delhi	1902—05
322	Power shortage in Andhra Pradesh	1905—06
324	Food production	1907—08
325	Export of sugar to U.S.A.	1908—11
326	Family Planning	1911—14
328	Production of sugar	1914—15

S.N.Q.
No.

3 Adulteration of pure Ghee 1915—19

WRITTEN ANSWERS TO
QUESTIONS

1919—2016

S.Q. No.	Subject	
323	Beas Dam Project	1921
327	Shortage of teleprinter taps at Indore	1919—20
329	Central Health Cadre	1920—21
330	Contamination of wheat.	1921
331	Weather rockets	1921
332	Agricultural Schemes	1922
333	Railway line from Pathankot to Jammu	1922—23
334	Accident to Kalinga Airlines Dakota	1923
335	Railway Officers entitled for special carriages and saloons	1924

COLUMNS

WRITTEN ANSWERS TO
QUESTIONS—contd.

S.Q. No.	Subject	
336	Purchase of rice from Burma	1924—25
337	Tips to hotel waiters	1925
338	Drain No. 8 in Delhi	1925—26
339	Navigation in Ganges	1927
340	Incidence of lung cancer	1927
341	Production of raw sugar	1928
342	Steam travelling crane	1928—30
343	Vacancies of engineers and technical staff on Railways	1930
344	Indian doctors in U.K.	1930—31
346	C.H.S. Scheme	1931
347	Import of Diesel Locomotive s.	1932
348	Taxis and Auto rickshaws in Delhi	1932
349	Telephone rates	1932—33
350	Royal Nepal Airlines Dakota	1933—34
351	Telephone Directory	1934
352	Vanamahotsava	1935—36
353	U.K.—India Liner Conference	1936

U.S.Q.
No.

726	Private Air Companies	1936—37
727	Wagons for rice mill owners in Tanjore	1938
728	Development of fisheries	1938
729	Train accidents	1939—40
730	Telegraph link between Bikaner-Hanumangarh	1940
731	Quarters for P. & T. Deptt. Bikaner	1940
732	Development of fisheries	1940—41
733	Cooperative Societies, Tripura	1941
734	Urban Water Supply Scheme in Tripura	1941—42
735	Platforms and passenger sheds on E. Railway	1942—43
736	Rural Drinking Water Schemes in Punjab	1943
737	National Health Survey and Planning Committee	1943—44

WRITTEN ANSWERS TO
QUESTIONS—*contd.*

U.S.Q. No.	Subject	COLUMNS
738	Supply of foodgrains to deficit States	1944-46
739	Brick kilns in Delhi	1947
740	Movement of coal on Sundays and holidays	1948
741	Cooperative Farming	1948-49
742	Bridges proposed by Kerala Government	1949-50
743	Minor Irrigation in Kerala	1950
744	National Projects construction Corporation	1950-51
745	Community Development	1952-53
746	Air services to Kanpur	1953
747	Acreage under pepper cultivation	1953-55
748	Manufacture of spare parts of Locomotives	1955-56
749	Leave Reserve Cadre	1956-57
750	Introduction of 'Pay Slip' for Railway employees	1957
751	Railway employees at Alipurduar and Siliguri Junctions	1958
752	Food position in Bihar	1958-59
753	Vana Mahotsava	1959-61
754	Difference in fare charged by Private Companies and Nationalised Railways	1961
755	Workers of Hindustan Shipyard	1962
756	Thandava Reservoir in Andhra Pradesh	1962-63
757	Godavari Anicut in Andhra Pradesh	1963
758	Guntakal canal	1963
759	Production of cotton	1964
760	Kapily Valley Hydro-electric Project	1964-65
761	New hospitals for Delhi	1965
762	New Railway lines in Assam	1965-66
763	Survey of Khetri Chirawa Railway line	1966
764	Training in agriculture	1966-67
765	Locust control	1967-68
766	Theft of telegraph wire	1968
767	Heart disease	1968-69
768	Railway accidents at level crossings	1969
769	Delhi Zoological Park	1969-70
770	Contamination of water at Okhla	1970-71

WRITTEN ANSWERS TO
QUESTIONS—*contd.*

U.S.Q. No.	Subject	COLUMNS
771	Cure of mental illness by music	1971
772	Delhi zoo	1971-72
773	Water springs near Barua Sagar, Jhansi	1972
774	Special stamps for Indian Shipping	1972-73
775	Nitrogenous fertilizers for Madras	1973
776	Chalayudy bidge on National Highway No. 74	1739
777	Neendakara Bridge on National Highway No. 47	1974
778	Export of fish products	1974-75
779	Agricultural Production	1975-76
780	Fishing trawlers	1976
781	Hotels and Motels around Delhi	1976-77
782	National Institute of Tropical Meteorology	1977-78
783	Agricultural Education and Research	1978
784	Food production in Andhra Pradesh	1978-79
785	Conference of Agricultural Division	1979
786	Timber creating Plan in J. & K.	1980
787	Harnessing of Subarnarekka river	1980
788	Class IV employees in Khurda Division of S.E. Railway	1980-81
789	Road alignment in Badagara Municipality	1981
790	Flamingoes	1981-82
791	Nagarjunasagar Project	1982-83
792	Paediatric services	1983
793	Loktak lake in Manipur	1983-84
794	Manipur State Transport	1984
795	Agricultural production	1984-85
796	C.H.S. Scheme	1985
797	Indian Council of Agricultural Research	1985-86
798	Flood control in Punjab	1986-87
799	Yamuna Hydro-electric Project	1987-88
800	Production and distribution of seeds	1988
801	Bridge near Satna Railway Station	1989
802	Expansion of stations in Punjab	1989-90

WRITTEN ANSWERS TO
QUESTIONS—contd.

U.S.Q. No.	Subject	COLUMNS
803	Telephone Exchange, Anandpur	1990
804	Railway accidents	1991
805	Iron and steel for Andhra	1991-92
806	Programme for coal movement	1992
807	Shipping space for ex- port of coir goods	1992-93
808	Power from D.V.C.	1993
809	Rectification of crane defect by foreman of Lucknow locoshed	1994
810	Gravitation canals	1994-95
811	Amount due to P. & T.	1195-96
812	Doctors and nurses in Tribal areas	1996-98
813	New disease in North Kanara	1997-99
814	Weekly Off for labourers in Bombay Port	1999-2000
815	Boycott of coal vessels by dock workers, Bombay	2001
816	Toll at J. & K. Highway	2001
817	Durgapur Thermal Sta- tion	2002-03
818	Uniform tax on motor vehicles	2003-04
819	D.V.C. canal	2004
820	National Shipping Board	2004-05
821	Anti-Cholera campaign in Delhi	2005
822	Package Programme in Cachar district	2005-06
823	Gas Turbine Plan at Namrup, Assam	2006-07
824	Increase in foodgrain production	2007
825	Calcutta-Assam Freighter Service	2008
826	Shipping space for tea exports	2008-09
827	P.C.Os. in Punjab	2009
828	Generation of power from Chachai and Purwa falls, Rewa	2009-10
829	Rail communications in Aboriginal areas and non-aboriginal areas	2010
830	Autonomous Corporation for Railways	2010-11
831	Road accidents in Delhi	2011
832	Railway Accidents En- quiry Committee	2011-12

WRITTEN ANSWERS TO
QUESTIONS—contd.

U.S.Q. No.	Subject	COLUMNS
833	Kanpur-Bombay National Highway	2012
834	Road bridge at Kalpi Over Jamuna	2012-13
835	Bridge over river Pahooj	2083
836	Circular Railways for Bangalore city	2013-14
837	Burglary in Post Office at Ayyappankovil	2014
838	Removal of iron poles and wires	2014-15
839	Dumroan rail accident.	2015-16

CALLING ATTENTION TO
MATTERS OF URGENT
PUBLIC IMPORTANCE .2016-25

- (i) Shri Dinen Bhattacharya called the attention of the Minister of Work, Housing and Supply to the House of the Branch Office of Rehabilitation at Calcutta.

The Deputy Minister of Works, Housing and Supply (Shri P. S. Naskar) made a statement in regard thereto

- (ii) Shri Prakash Vir Shastri called the attention of the Minister of Home Affairs to the explosion near Red Fort, Delhi.

The Minister of Home Affairs (Shri Lal Bahadur Shastri) made a statement in regard thereto

PAPERS LAID ON THE
TABLE 2025

- (1) A copy of the Indian Telegraph (Eighth Amendment) Rules, 1962 published in Notification No. S. O. 2158 dated the 14th July, 1962, under sub-section (5) of section 7 of the Indian Telegraph Act, 1885.

- (2) A copy of Report of the School Health Committee (Part I).

REPORT OF COMMITTEE
ON PRIVATE MEMBERS'
BILLS AND RESOLUTIONS
PRESENTED 2025

Fifth Report was presented.

REPORT OF BUSINESS
ADVISORY COMMITTEE
ADOPTED 2025—27

Fourth Report was adopted.

MOTION RE : REPORT OF
UNION PUBLIC SERVICE
COMMISSION 2027—55,

Further discussion on the 2047—68
motion re : Report of Union
Public Service Commission
moved on 14-8-62 continued.
The Minister of State in the
Ministry of Home Affairs
(Shri Datar) replied to the
debate, and the motion
was adopted.

MOTION RE : STATEMENT
ON RAILWAY ACCI-
DENTS 2068—2136

The Minister of Railways (Shri
Swaran Singh) moved the
motion re : Statement on
Railway accidents laid on
the Table on 9-8-62. The
discussion was not concluded.

AGENDA FOR FRIDAY,
AUGUST 17, 1962/SRAVANA
26, 1884 (SAKA)

Further discussion on the motion
re : Statement on Railway
accidents ; and considera-
tion of Private Members'
Bills.